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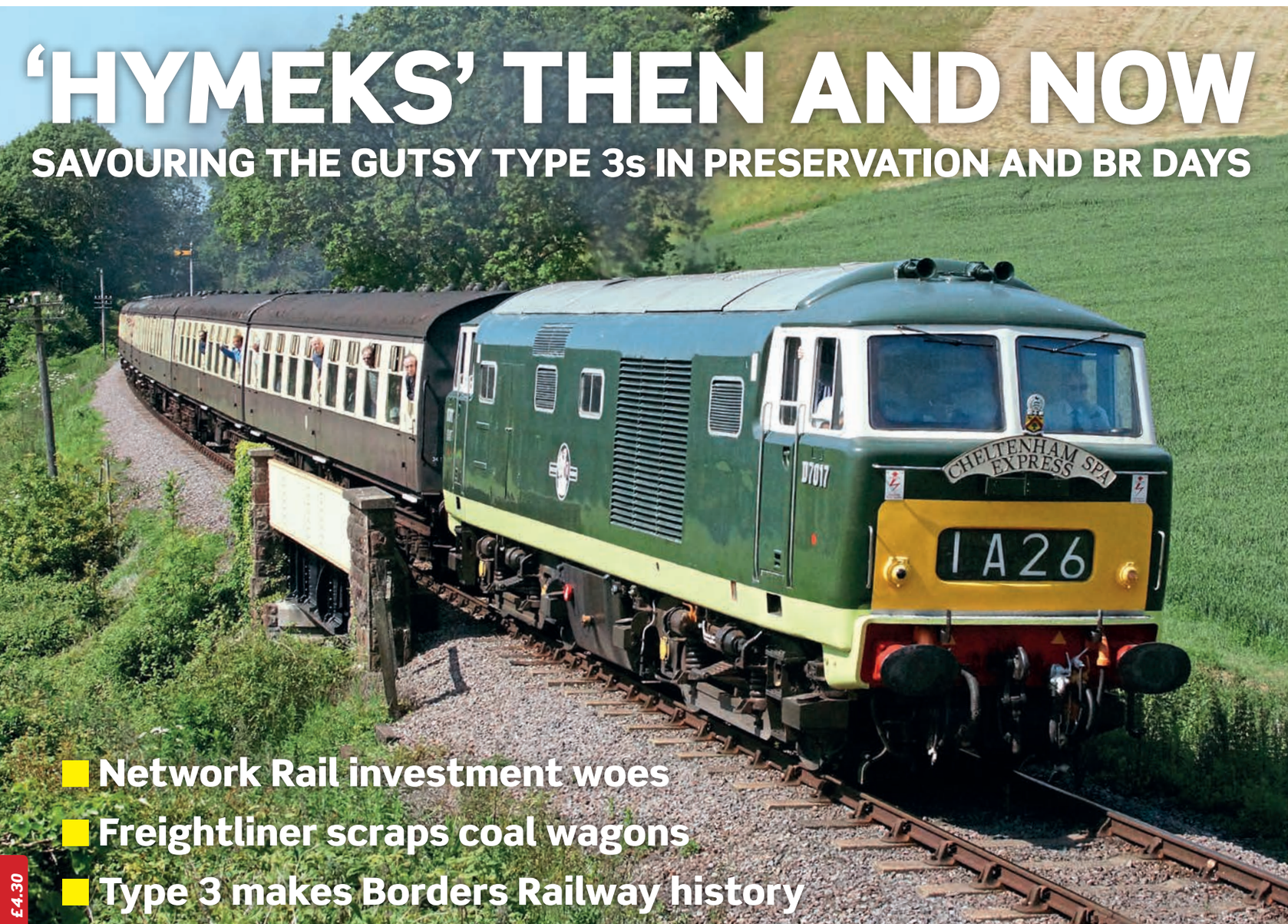

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MODELLING

It is almost time for Warley again, and we feature the container terminal layout Warren Lane, one of the star exhibits making its last appearance this year. Taking inspiration from this, there's also a look at other such terminals and how to model them.

Class 35 No. D7017, complete with 'Cheltenham Spa Express' headboard, passes Castle Hill on the West Somerset Railway with the 14.47 Minehead to Bishops Lydeard on June 7. This loco is featured in our look at 'Hymek' performance on page 20. John Pearson

Editor's Comment

Paul Bickerdyke

Rail Express Editor

More wiring woes

THE cost of electrifying the Great Western Main Line is going up and up, and the latest estimate from Network Rail's chief executive Mark Carne puts it at £2.8 billion. We are used to seeing big numbers being attached to big projects, but in this case the figure represents a three-fold increase in just two years – and over £1 billion more than just a year ago.

The figures were revealed when Network Rail was called before the Public Accounts Committee, which is responsible for overseeing Government expenditure. Its chair Meg Hillier quite rightly called the increase "staggering". Mr Carne blamed "inadequate planning and scope definition" but accepted it was "extremely disappointing."

Worse than that, the Department for Transport's permanent secretary Philip Rutnam then said there was no firm schedule for when the work would be completed. There is no doubt that GW electrification will go ahead, but when and for how much?

The effects of any delay will reach far beyond the West of England and South Wales. Hitachi is already building the new Super Express Trains that are meant to replace HSTs, with deliveries planned to match the original electrification schedule. So we could see new trains sitting around in sidings going nowhere, waiting for the wires to go up.

Some of GWR's displaced HSTs are due to go to Scotland for use on internal inter-city services, and ScotRail is already banking on them being available on time. If not, it is likely to become a political football that will hardly help relations between the governments in London and Edinburgh.

Then, if the costs of GW electrification keep rising, they will need to be taken from an already shrinking pot, which will make other rail projects elsewhere even less likely to happen in the medium term – projects such as the badly needed trans-Pennine electrification. This is made even worse with the Government looking to further slash budgets across all of its departments by 25% or more.

The whole thing is a mess, and only the review of spending by NR chairman Sir Peter Hendy, due to be published in late November, offers the prospect of any answers.

Class 37 makes history

A little piece of railway history was made on October 23, when DRS Type 3 No. 37667 powered a test train over the Borders Railway to Tweedbank. In doing so, it became the first diesel loco to have worked on both the old Waverley Route and the newly reopened section – 46 years apart!

In one way, it illustrates the way our railways still rely on ageing locos. But in another, it is testament to the perennial usefulness of Class 37s and to the determination by campaigners to reopen a line many feel should never have been closed in the first place.

Paul Bickerdyke

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PRINT & DISTRIBUTION

Newstrade & distribution
COMAG, Tavistock Road,
West Drayton, Middlesex UB7 7QE.
01895 433600
Printed by William Gibbons and Sons, Wolverhampton
Published Third Thursday of every month
This issue November 19, 2015
Next issue December 17, 2015
Advertising deadline December 3, 2015
ISSN No 1362 234X

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PO Box 99, Horncastle, Lincolnshire LN9 6LZ

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NEW 2¾ Hours

HOT

No.14 in the highly-acclaimed and best-selling Big Freight series is released in late November. Produced in conjunction with Freightmaster – the National Railfreight Timetable – this brand new action-packed edition includes: An extended feature on Barnetby with the last opportunity to see freight trains and large-scale traditional semaphore signalling side-by-side. Coal, steel, iron ore, stone and oil trains are hauled by various Class 60s and 66s plus a Colas Class 70; A look at the Leicester-Burton freight only branch with regular stone trains running to Cliffe Hall Quarry and Bardon Hill; A look at the freight scene in Scotland from 2015 with Class 68s and GBRf Class 66s on Borders-railway track trains; a visit to Peak Forest and Great Rocks Junction; Rail Head Treatment Trains for 2015 including Class 20s, 37s, 47s and 73s plus so much more.

Duration: 173 minutes (2 hours 53 minutes)
Price: DVD £19.95 Blu-ray £22.95 • Code: TC219

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NEW DVD

HOT

Diesel Hauled Passenger Trains - The Story of 2015

The recent revival in loco-hauled passenger trains reached new heights in 2015 with the introduction of the brand new Class 68s and the return of an old favourite, the Class 37s. To celebrate this remarkable turnaround, the Diesel Hauled Passenger Trains series is back with a brand new release - The Story of 2015.

This programme includes: Class 37s in Cumbria, firstly in top and tail mode and then with DBSO coaches. See the likes of 37401 skirting the Irish Sea; DRS Class 68s took over the loco-hauled services out of Marylebone this year; Class 67 hauled trains are featured in North Wales; the short top and tail Class 37 set working off Norwich; Class 68s on the Fife Circle; 57s and 67s on the sleeper services. Bonus Footage: Electric hauled sleeper trains with 86101, 87002 and various Class 90s and 92s on the Caledonian sleepers. Each section is introduced with maps, diagrams and trivia.

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Rails Around Crewe 1989-1990

HOT

The fourth title in the Railrover series goes back exactly 25 years to 1989/1990 and features the popular location of Crewe. At this time the Class 90s were new and worked on the WCML alongside 87s, 86s and 85s. Other passenger trains included 37/4s to Cardiff and 31s on DMU replacements to Derby. The freight scene is fascinating with pairs of 20s and 58s on coal trains, 31s hauling GUVs and with the diesel depot adjacent, many loco moves are recorded. Numerous long-gone liveries and locos are featured.

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54

RAIL EXPRESS

QUESTION: What to do with a pair of old NPCCS mail vans?
ANSWER: Use them in a bike race event of course! Red Bull Breakers is a new event first staged on October 10 that saw 16 of the best motocross riders race against each other in a Rotherham scrapyard. The course featured Nos. 94192 and 94528 (with their ends removed so the riders could race through), as well as shipping containers, cranes and scrapped cars. The event was eventually won by double British MX2 champion Elliott Banks-Browne. The vans have subsequently been moved to C F Booth's scrapyard (see also page 110). © Red Bull Media House

GW electrification rises to £2.5 billion

The cost of electrifying to Bristol, Swansea and the Thames Valley is now three times what it was two years ago.

By 'Industry Witness'

IN A period of just two years, the cost of electrifying the Great Western Main Line between London (Airport Junction) and Cardiff/ Swansea, with extensions to Oxford and Newbury and the branches to Windsor and Henley, has risen from £874 million to £2.5 billion.

The figure is an embarrassment for the Office of Rail and Road (ORR), whose experts judged last year that the wiring scheme could be delivered for £1.6bn. There is also doubt about whether the work can be completed by 2018, when the full fleet of Hitachi Class 800 and 801 Super Express Trains are due to enter service.

Network Rail made a formal appearance at a meeting of the House of Commons Public Accounts Committee in October to explain how costs had risen and why there was the prospect of delay. The main explanation was that it has been 25 years since a main line electrification project had been undertaken, and a lack of invested skills had led to inadequate planning and poor cost estimates. It is also evident that a lack of capacity in the supply industry has caused the rise.

The scale of cost escalation has caused other projects to be delayed to keep overall rail spending in line with that allowed by the Government. This includes work on North West electrification, where the contractor Balfour Beatty has withdrawn from the contract to install overhead wiring on the route from Stalybridge to Manchester Victoria, Preston and Blackpool. The scheme will now be delayed, and is still expected to be completed during the current regulatory control period (by 2019), but awaits confirmation of an alternative contractor.

There is other evidence of increased costs for many capacity enhancement schemes, which is also subject to regulatory scrutiny. Questions are now being asked about the competency of the ORR, which forced Network Rail to accept a lower funding settlement in the belief that productivity improvements could be delivered, but these have not proved possible.

The ORR has also found that in the industry as a whole, the impact of interoperability legislation from the European Union has been largely ignored in the belief that Network Rail standards and designs meet the requirements, which is not always the case.

LACK OF ASSET KNOWLEDGE

There continues to be a lack of knowledge within NR about the condition of assets, so when renewal work is carried out, a greater amount of resources has to be committed. As ever, signalling changes remain a challenge. There is very limited capacity for the redesign of legacy signalling systems and simple projects such as restoring a platform connection can prove to be challenging for technicians who, in the past, have been more familiar with decommissioning facilities.

NR has also been criticised for changing the scope of projects after a decision to go ahead, and a failure to keep funders involved with known changes to project costs. This could be summarised by saying that after being master of its own affairs, NR has not yet developed reporting systems that reflect its status as a nationalised company.

The skills gap could get even larger over the next few years following the introduction of new pension rules that limit the total amount an employee can take from their pension pot. This means that many senior managers are taking early retirement, as staying on will not further benefit their retirement income.

NEW LOOK FOR VIRGIN'S 'FLYING SCOTSMAN': **Virgin Trains East Coast's Class 91 No. 91101 and Driving Van Trailer No. 82205 have been given an updated version of their Flying Scotsman livery to match the VTEC corporate colours. The new look was officially unveiled at Edinburgh Waverley on October 28, the '91' also showing off new cast nameplates which incorporate a version of the winged thistle logo that has long been a symbol of the named train. The loco is pictured at Newcastle the previous day, working north with the 1S05/07.00 King's Cross to Edinburgh.** Alexander Cromarty

REMEMBRANCE DAY LIVERY FOR GWR POWER CAR: **Great Western Railway's No. 43172 has been given a new livery as part of celebrations to mark the centenary of the First World War. It has also been named *Harry Patch The last survivor of the trenches* to honour the last known surviving soldier of the Great War, who passed away in 2009 aged 111 years, 1 month, 1 week and 1 day. The naming was at Bristol Temple Meads on November 6 by Harry's grandson Roger Patch. No. 43172 is seen working back to Plymouth with No. 43154 at Flax Burton, south of Bristol. See also REM page M34.** Stuart Kirkby

Returning Class 37 makes Borders Railway history

DRS Type 3 No. 37667 visited Tweedbank on October 23, and in so doing became the first loco known to have worked on both the old Waverley Route and the newly reopened Borders Railway section.

No. 37667, or No. D6851 as it was pre-TOPS, was in charge of the last through freight between Carlisle and Millerhill, Edinburgh, on January 4, 1969 – the last weekend before the Waverley Route closed. More than 46 years later, it visited the reopened section powering the 1Q06/19.40 Slateford-Craigentinny (both in Edinburgh) via Tweedbank.

The only other main line-registered loco known to have worked on the Waverley Route before it closed is the National Railway Museum's 'Deltic' No. 55002 *The King's Own Yorkshire Light Infantry*, which as No. D9002 hauled a railtour north from Carlisle on January 4, 1969. There are no plans as yet for No. 55002 to visit the Borders Railway.

No. 37667 rests at Tweedbank on October 23, more than 46 years since it passed through the site on the last weekend before the Waverley Route closed in January 1969. This station never existed on the original line. Steven Brykajlo

Franchised operators want greater competition

Two of the main main Anglo-Scottish operators say that licensing option will work better than franchising.

By 'Industry Witness'

STAGECOACH and its partners Virgin, which run both the East Coast and West Coast franchises, claim reforms are necessary to bring greater competition on long distance routes.

When franchising began in 1995, support payments were necessary to meet Railtrack's (now Network Rail's) track access charges. Since then, the growth in passengers and higher fares on long distance trips has meant large premium payments are often being made to the Government for contract rights to run commercial operations.

Stagecoach and Virgin now believe that these commercial franchises should be replaced by a form of licensing that, like open access operations, gives rights to run a given range of services in competition with other operators. The potential fault in this system is that a licensing authority would determine the paths to be operated, and these would be auctioned to the highest bidder.

PASSENGER SATISFACTION

The scheme would remove a market-led approach where, for example, Hull Trains and Grand Central identified poorly-served markets and attracted new rail passengers that have consistently been given high passenger satisfaction ratings.

The views are in response to a review being conducted by the Competition and Markets Authority following the initial refusal of access rights for open access operations on the West Coast route.

Although the Office of Rail and Road has now agreed to a timetable that will provide six daily return services between London Euston and Blackpool, it has proved difficult to extend competition on core routes because of the perceived loss of franchise value and effect on payments to the Department for Transport.

Other options being considered by the Government are to allow significantly more open access operations, award two franchises to run services on each main line, structure franchises so there is more competition between them, or license multiple operators. Public Service Obligations to run services not seen as commercial will be retained.

No changes are proposed to the current regime until 2023, by which time there is the prospect of an alternative (Labour-led) Government seeking to run rail franchises as a public sector operation, although this is likely to be contrary to European market regulations unless there are changes to these, or indeed if the UK leaves the European Union.

Modern traction award for North Yorkshire Moors

By Paul Bickerdyke

THE Heritage Railway Association, which is the voice of the heritage movement, runs an annual awards programme to celebrate the best in railway preservation during the year.

This year's modern traction award, which is sponsored by *Rail Express*, has been won by the North Yorkshire Moors Railway for the hard work of its diesel department.

The NYMR has been faced with a shortage of steam at various times through the main operating season this year, and has therefore had to rely on the home fleet diesel locos and units to keep the service going far beyond their regular booked turns.

Class 25 No. D7628 (25278) *Sybilla* in particular has been kept busy, not least because it is certified to operate over Network Rail metals on the Esk Valley route to Whitby.

During the main operating season from April to November, the Type 2 notched up an incredible 160 days in passenger use – a remarkable achievement for a 50-year-old preserved loco. Type 3 No. 37264 and long-term visitor Class 101 DMU No. 101685 *Daisy* also saw regular use, while visiting Class 20s Nos. 20142 and 20189 helped out during the summer.

Winners of the HRA's other award categories have yet to be announced, with some only to be revealed on the night at the ceremony, which will be held in Wolverhampton in February.

IN BRIEF

CLASS 47 APPEAL

THE Type One Locomotive Co. (T1LC) is appealing for help to complete the repairs to its Class 47 No. D1705, currently at Boden Rail Engineering in Washwood Heath.

The group says repairs to the engine room roof, silencer and header tank have consumed over 450 man hours, and it estimates that up to £20,000 worth of work is required to repair the boiler compartment roof, replate corroded sections of bodywork and repaint the loco into BR Blue.

Anyone wishing to donate or buy shares can find more information through T1LC's Facebook page at *www.facebook.com/groups/typeoneloco.*

'DELTIC' FOR OBAN SLEEPERS?

ENGINEERING works on the West Highland Line to Fort William in February mean that the Caledonian Sleeper will be diverted to and from Oban on 13/14, 20/21 and 27/28 that month. Motive power for these workings has yet to be confirmed, but restrictions on the Oban line preclude the use of Class 67s.

One option could be to use one of GBRf's re-engineered Class 73/9 under a derogation from Network Rail (the first such '73/9' has recently worked its first train in Scotland – see page 3). However, if this is not possible, another option is to use 'Deltic' No. 55022 *Royal Scots Grey*, which has been on hire to GBRf for stock moves in Scotland.

NEW DRAX BIOMASS SERVICE

FOLLOWING the securing of paths from Network Rail, GB Railfreight began operating a new Biomass service from Liverpool to Drax on October 26. It is the start of a programme that will eventually see four sets of hoppers in use between the Port of Liverpool and Drax Power Station.

The first service ran as 6F27, leaving at 17.25 and hauled by No. 59003 with No. 66706 at the rear. At Tuebrook Sidings, the '59' was detached and the '66/7' went forward as 6E27. It arrived at 01.59.

ANGLIA RHTT DERAILED

WHILST shunting a RHTT set, the rear bogie of Direct Rail Services' Class 57 No. 57009 came off the track at the points leading to the Mid-Norfolk Railway at Wymondham on October 20.

The re-railing exercise was completed in the early hours of the next morning, but in the meantime, Abellio Greater Anglia and East Midlands Trains laid on a bus service between Norwich and Thetford.

No. 57009 was later removed to Dereham on the MNR for inspection, whilst the rear loco, No. 57002, took the RHTT maintenance wagons to Norwich on October 23.

HITACHI BUYS ANSALDOBREDA

ITALIAN company Finmeccanica announced on November 2 that it will sell AnsaldoBreda and its 40% stake in Ansaldo STS to Hitachi. The deal was announced on February 24 but was subject to approval from regulatory bodies.

AnsaldoBreda is a mass transit rolling stock manufacturer based in Napoli, whilst Ansaldo STS is a signalling and transport system supplier with headquarters in Genova.

AlsaldoBreda-built trams have previously operated on the Midland Metro and Manchester Metrolink systems.

BICESTER CURVE OPENS: Chiltern Railways began running services from Marylebone to a new station at Oxford Parkway via Bicester on October 25. Trains run via the new chord from the Chiltern Main Line at Bicester, calling at the rebuilt stations at Bicester Village (the former Bicester Town) and Islip. Trains run every half hour through the day, and will eventually reach the main station in Oxford, but for now they start and finish at Oxford Parkway to the north of the city, where there is parking for 1500 cars. The new route offers an alternative to GWR's via Reading, with a similar journey time. To mark the opening, Class 68 No. 68014 and a Chiltern Mk.3 set formed the 11.45 Oxford Parkway to Marylebone on the first day, seen calling at Islip. Aubrey Evans

Planning approval given for NR's Ordsall Chord link

The key link in the northern hub scheme is to go ahead, controversially cutting through the rail link into Manchester's Museum of Science and Industry.

By 'Industry Witness'

THE £133 million Ordsall Chord scheme is a 340 metre two-track section of railway that will link Manchester's two principal stations via a bridge over the River Irwell to the west of the city, allowing through trains to call at both Piccadilly and Victoria for the first time.

The alignment is controversial because it severs the network connection to the original Liverpool and Manchester Railway terminus, which is now part of the Museum of Science and Industry (MOSI).

Approval of the necessary Transport and Works Order was given by the Government in March this year, but a legal challenge was mounted by Mark Whitby – a former president of the Institution of Civil Engineers – who had earlier resigned from Network Rail on the grounds that there had been a failure to look at alternative alignments that would have retained the museum's connection.

The challenge was unsuccessful, and the High Court ruled in October that the planning process had complied with the law, including actions to mitigate the effect on the listed former station building at Liverpool Road. As part of the negotiation, Network Rail has agreed to provide £3 million to pay for development of the museum's internal rail network that will still allow demonstration rides to operate.

Preliminary work has already started, and it is expected that the electrified line will be commissioned to allow use from the December 2017 timetable. One of the benefits is that trains using the Calder Valley route between Bradford and Manchester will be able to run through to Manchester Airport, where expansion has recently taken place to provide four platforms alongside the newly-built two Metrolink tram platforms.

The current TransPennine Express services diverge at Stalybridge to take the route via Guide Bridge into Manchester Piccadilly, where a reversal is needed to access the airport. Once the Ordsall Chord is open, TPE trains could run via Victoria and avoid the need to reverse at Piccadilly, freeing up additional train paths.

SCOTLAND GETS READY FOR WINTER: ScotRail showed off its 'snow train' to the public at Glasgow Central on November 2, showing how the railways have invested to keep them running through the winter. The train is used to melt snow and ice as it builds up on key sections of track during prolonged spells of sub-zero temperatures. It can also be used to transport engineers around the network when roads are closed, and backs up the fleet of 10 snow ploughs based in Scotland throughout the winter. The train is pictured at Glasgow after working in from Perth top-and-tailed by DRS Type 5s Nos. 66421 and 66301. It was later due to be displayed at Inverness, Aberdeen, Haymarket and Glasgow Buchanan Street between then and November 18. Jack Prentice

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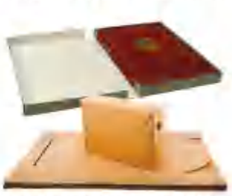

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NRM CELEBRATES 'DELTIC' 60: **The National Railway Museum staged an event at its Locomotion outstation in Shildon, County Durham, on the weekend of October 24/25 to mark the 60th anniversary of the prototype 'Deltic.' The English Electric monster entered traffic in 1955 and eventually led to an order of 22 production locos for the East Coast Main Line that were built in 1961/62. It returned to Shildon by road from being on show at the Ribble Steam Railway, close to where it was built in Preston, but its body and bogies had to travel separately as together it was too heavy. The loco was displayed for the weekend alongside the NRM's No. 55002 and the Deltic Preservation Society's Nos. D9009 (55009) and 55019.** Nigel Cockburn (above) / Paul Fuller (right)

IN BRIEF

RAIB'S 10TH ANNIVERSARY

OCTOBER 17 marked the Rail Accident Investigation Branch's 10th birthday. It was formed in 2005 after Lord Cullen, in his public inquiry into the Ladbroke Grove accident in 1999, recommended an independent accident investigation body to report on accidents with a view to making the railways even safer.

With 43 staff in offices in Derby and Aldershot, they can be deployed at any time of day to attend incidents anywhere in the UK. During its 10-year existence, RAIB officials have been notified of about 4000 incidents, undertaken just under 300 full investigations and attended sites on around 500 occasions.

VOSSLOH RAIL VEHICLES SOLD

SWISS firm Stadler Rail has bought one of Vossloh's three rail divisions, Vossloh Rail Vehicles, for 48 million Euros. It will also take over debt liabilities of 124 million Euros. The sale is subject to approval by competition authorities. Stadler Rail will continue with the business of locomotive design and manufacture at Vossloh's Valencia plant.

Vossloh is best known in the UK for the manufacture of the Eurolight design in the form of the DRS Class 68 fleet. The builder's name for these modified locos to suit the UK loading gauge is UKLight.

CALDER VALLEY WANTS WIRES

WEST YORKSHIRE council officials are concerned that the transport secretary has appeared to take a U-turn on energising the Calder Valley trans-Pennine route. The Government had indicated this was in its plans, but since the re-evaluation of the Midland Main Line and Manchester-Leeds-York schemes, there has been a reluctance to confirm the Calder Valley is included.

Calderdale Council leader Tim Swift said: "It makes no logical sense in terms of a long term network to electrify the trans-Pennine route and not the Calder Valley line."

Isolated safety equipment caused *Tangmere* SPAD

RAIB's interim report into the potentially serious overrun finds crew error was compounded by Network Rail's positioning of a temporary AWS magnet.

By 'Industry Witness'

AN interim report has been issued by the Rail Accident Investigation Branch into the potentially serious SPAD (Signal Passed at Danger), that occurred at Wootton Bassett Junction on March 7, which led to a temporary ban on West Coast Railways operating on the main line.

A collision was narrowly avoided when a WCR charter train, hauled by 'Battle of Britain' class steam locomotive No. 34067 *Tangmere*, passed the Up main protecting signal at danger and came to a stand blocking the junction, just after the passage of a First Great Western HST.

The sequence of events started with an Automatic Warning System (AWS) activation from a temporary magnet protecting an 85mph temporary speed restriction. This was wrongly placed a short distance ahead of the fixed magnet in advance of the distant signal protecting the junction's stop signal.

The driver did not react in time to the temporary speed restriction warning and so the brakes were applied. Shortly after, a second warning was given in respect of the distant signal, which was showing a single yellow aspect. This is believed to have been interpreted as the same warning for the speed restriction.

At this point, the isolating cock controlling both the AWS and Train Protection and Warning System (TPWS) was operated so that the automatic braking systems became ineffective. This is not permitted, and the train should have been allowed to stop and the circumstances reported to the signaller.

The actions taken became critical when the train crew apparently missed the distant signal and did not slow down for the stop signal. Had the TPWS equipment been operational, the over-speed sensor would have applied the train brakes before the red signal came into view. When it did, the train was travelling at 53mph with insufficient braking time to stop, and it eventually came to a stand 550 metres beyond the signal, blocking the junction.

A final report, including any revised regulations, will be published later. The Office of Rail and Road will be responsible for any action resulting from a failure to comply with the rules.

EUROSTAR POWER CAR GOES ON DISPLAY: **The Class 373 power car No. 3308, acquired by the National Railway Museum in the summer (see September issue), has gone on display in the York museum's Great Hall. The power car is one of 14 designed to work the shorter North of London sets, a scheme that never took off, and No. 3308 is believed never to have worked a passenger service. It has been put on display next to the museum's mock-up Eurostar power car and tunnel section, as well as the Japanese Shinkansen 'Bullet Train' and spare HST cab, thus forming a 'high speed corner' to the museum.** Paul Bickerdyke

IN BRIEF

GRANT TO DEVON LIBRARIES

A £50,000 Heritage Lottery Fund grant has been given to Devon Libraries to improve access to its Railway Studies Collection, at the Passmore Edwards Centre, Newton Abbot. It holds more than 25,000 books, maps and periodicals, and nearly 60,000 images.

The collection was started in 1991 by the late David St John Thomas, who ran David & Charles Publishing at Newton Abbot. He bequeathed much of his personal collection to the centre.

A searchable website displaying thousands of images can be found at: www.devon.gov.uk/newton_abbot_library#rsl.

CET FOR SCOTRAIL '156S'

KNORR BREMSE completed the first Class 156 to be fitted with controlled emission toilets (CET) at its Springburn Works on October 16. This is the first of ScotRail's 47 Class 156s to be modified. With nine scheduled to be completed by Christmas, the whole fleet should be finished by December 2017.

The cost of £382,000 to modify the fleet is being funded by Transport Scotland. From December 2017, none of the ScotRail-operated units will discharge effluent on to the tracks.

SCOTRAIL INTRODUCES IMPROVED TIMETABLES

PASSENGERS travelling to the south-west of Scotland, Lanark, Carstairs or the West Highland line will benefit from ScotRail's timetable starting on December 13. Improvements include: a new hourly Ayr-Girvan service with every other train extended to Stranraer (Monday-Saturday); two additional Ayr-Kilmarnock services (Monday-Saturday), and two extra Sunday trains between Ayr and Stranraer. On Sundays, the 09.56 Glasgow Queen Street to Oban and 16.11 return will become a year-round service.

On Mondays to Fridays, the 05.21 Dunblane to Edinburgh will depart Dunblane at 05.13 to provide a connection into the new Virgin Trains East Coast 05.26 Stirling to London King's Cross.

WI-FI FOR MERSEYRAIL

FIVE stations on the Merseyrail system now have free wi-fi, reflecting the growing demand by passengers for this facility.

The stations are Liverpool Central, Moorfields, James Street, Hamilton Square and Conway Park. It will be introduced at Lime Street lower level and Old Hall Street stations by the end of the year. To access the free wi-fi, users simply provide a few personal details on their device.

Funded by Merseyrail and parent body, Merseytravel, the wi-fi is planned to be accessible for all stations on the network during a five-year plan for improvements.

Freightliner sends over 50 HHA coal wagons for scrap

Delivered just 15 years ago, FLHH's coal hoppers are being scrapped, with key components recovered for a new fleet of aggregate wagons in Poland.

By Gareth Bayer

MID-October saw the shock move of the first Freightliner Heavy Haul HHA coal hoppers to C F Booth's scrapyard in Rotherham for breaking up. The quantity of coal moving by rail has significantly declined since new tariffs were introduced earlier this year, which has led to the closure of a number of power stations already, with more to follow.

The fleet of 446 HHAs was built between 2000 and 2002 by Greenbrier Europe at Wagony Swidnica, in Poland, before Freightliner adopted the more compact HXA design. These are not the first HHAs to be scrapped as Nos. 370003/4/6/9/15-8 were cut up after the Great Heck crash on February 28, 2001.

The coal crunch has led to large number of hoppers being stored across the country. For example, it has been reported that FLHH has brokered a deal to use the sidings at Thoresby for storing surplus coal hoppers from the end of September. Others, principally DB Schenker HTAs, have been transferred to aggregates traffic (see also page 111).

It is unclear if the scrapping of around 50 HHAs by Freightliner has anything to do with the recent acquisition of the freight operator by the US-based railroad company Genesee & Wyoming. What is known, however, is that the wagons are being stripped of brakes, running gear and other components before final disposal at the Rotherham-based scrap merchant. The reclaimed equipment is earmarked for re-use on a new fleet of aggregate wagons for the Polish FPL business.

The first delivery to Booths took place on October 13, when three wagons (Nos. 370326/49/57 – all with brakes isolated) were hauled there from York by No. 66619. Sister HHAs Nos. 370094/203/446 were also included in the formation for brake force, and these returned to York with the Class 66/6.

Further moves took place on the 15th (Nos. 370319/44/8), 20th (Nos. 370312/8/22) and 22nd (Nos. 370314/31/54). At the time of going to press, an additional four moves had occurred resulting in the transfer of Nos. 370306/8/13/5/21/6/32/4/41/5/9/57/8.

BARRIER WAGON CONVERSIONS

It is not all bad news for the HHA fleet. Two examples (Nos. 370029/35) have been modified at York for use as barrier/translator vehicles for deliveries of Class 387/2 'Electrostar' EMUs, the work including a full repaint in Freightliner green.

The first use of the new HHA-D wagons (design code HH001R) took place on October 12 with the movement of No. 378201 behind No. 66555 working the 7X33 Derby Bombardier-Bletchley TMD. The new-look Gatwick Express unit was sandwiched by Nos. 370020/9/33/4/161 – three of the HHAs acting as brake force runners.

THREE BRIDGES THAMESLINK DEPOT OPENS:

THE new Thameslink depot at Three Bridges, West Sussex, was officially opened by the Secretary of State for Transport, Patrick McLoughlin, on October 15. The depot will be home to the fleet of Class 700 'Desiro City' trains that will be used on north to south cross-London journeys from next year. A second new depot at Hornsey, north London, is due to be completed in July 2016. Facilities at Three Bridges include automatic inspection, which uses laser measurement to predict when key components need to be maintained or replaced, as well as an in-cab simulator to aid driver training. The depot will be run by Govia Thameslink Railway and the trains maintained by Siemens. 12-car unit No. 700106 is pictured on display in the depot for the opening. Siemens

FIRST SIEMENS CLASS 707 FOR SWT TAKES SHAPE:

THE first bodyshell for the planned fleet of 30 five-car Class 707 'Desiro City' EMUs for South West Trains has been constructed at the Siemens factory in Krefeld, Germany (pictured there on October 27). The first complete unit is expected to be ready by the end of February 2016. Testing will begin in May, and deliveries should begin in time to start service from June 2017 based at Wimbledon depot, south-west London. The units are destined to be used on the Waterloo to Windsor route, allowing Alstom's Class 458/5s to be concentrated on the Reading line. Siemens

Porterbrook orders speculative fleet of Class 387 EMUs

ROLLING stock leasing company Porterbrook has ordered a further 80 Class 387 'Electrostar' vehicles (20 four-car units) from Bombardier to follow on from the previous order for 256 such vehicles (64 four-car units). They will be built in Derby for delivery from October 2016, although no operator has yet been named for them.

Porterbrook says the units will be used on lines that will be electrified in the near future, where they will help alleviate higher-than-forecast passenger growth and overcrowding.

The company adds that a number of parties have already expressed an interest in leasing the new fleet, notably London Rail but also established operators and prospective bidders of upcoming franchises.

Previous orders of this type of EMU include 29 Class 387/1s already in service with Thameslink, while 27 Class 387/2s are soon to replace Class 442s at Gatwick Express. Eight Class 387/3s will also be built for Great Western Railway.

Christmas Specials

'Loco Review 2016'

This popular annual is now out with 224 pages of stunning images of loco hauled passenger and freight. Here's some highlights ....

'GBRf Aggregate' : New 'Bardon' flows, including diagrams.
Rylstone Branch aggregate : past & present.

'Diverted Freight Flows' : Bicester 'Chord' / Harbury / Reading Blockade.

'Jarrow Tanks' : End of the line for the Jarrow tanks.
Past and present images, depicting flows from Lindsey and Stanlow oil refineries.

'Colas Tanks' : Colas 60s and 70s on petrochemical flows.
Lindsey to Colnbrook, Rectory Junction and Preston Docks.

'Loco Profiles' : 31601 / 37401 / 47712 / 50017 / 56081 / 60002 / 66711.

'North Wales Coast 67s' : The second 'WAG' service featuring 67001 in action.
From the archives: Class 37s and Class 40s 'on the coast'.

'Cumbrian Coast 37s' : 'Top 'n' tail 37s on passenger duties.

'Caledonian Sleepers' : GBRf Class 92s on the new sleeper contract.

'Class 90s' : 25th Anniversary of the last 90 to roll off the production line in 1990:
Passenger / Freight / Freightliner / Mail / Sleepers / ECML 6X60 / Anglo-Scottish 90s.

'DRS Class 68s' : Intermodal / Chiltern Railways / 'Fife Circle' commuter trains / departmental.

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Rail and sail

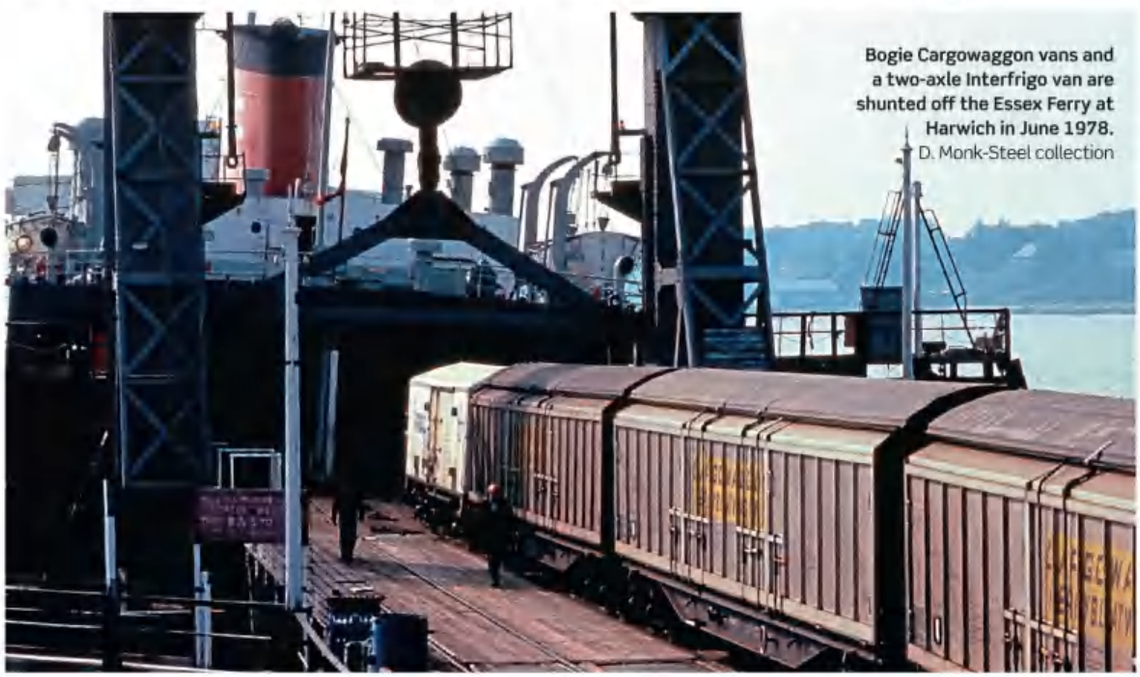
It is now 20 years since the Channel Tunnel killed off the last of Britain's train ferries. **David Ratcliffe** reviews the history of this fascinating freight operation, carrying traffic between England and the Continent.

Class 33 'Slim Jims' Nos. 33205 (left) and 33203 shunt the rail ferry at Dover Western Docks in this view from the 1980s. DC Collection

THE first commercial train ferry service between Britain and the Continent was introduced by the LNER and Belgian National Railway from Harwich to Zeebrugge in 1924, while a second service, operated by the Southern Railway and the Nord Railway in France, began between Dover and Dunkirk in 1936. After a slow start, followed by its suspension during the Second World War, traffic grew steadily once sailings on both routes had been reinstated in 1946.

By the early 1980s, the train ferries were carrying more than a million tons of freight each year. Imports of fresh fruit and vegetables from Central and Southern Europe to Britain were among the most visible flows, as much of this perishables traffic was carried in the distinctive Interfrigo and Transfesa vans.

Ferry vans belonging to almost every European railway administration were also to be seen making the crossing loaded with all kinds of semi-finished and finished goods, while low-sided opens, as well as a small number of special wagons, were used to handle the more cumbersome loads, such as agricultural equipment, rod coil and cased machinery.



Bogie Cargowaggon vans and a two-axle Interfrigo van are shunted off the Essex Ferry at Harwich in June 1978. D. Monk-Steel collection

The movement of semi-finished steel products across the Channel was a noticeable feature from the 1970s, encouraged in part by the development of specialist wagon types such as the bogie Cargowaggon flat and the VTG bogie coil van, the latter being first introduced in 1979 primarily to carry bright steel coil for use by automotive and white goods manufacturers.

MINERALS AND CHEMICALS

The few mineral flows that used the train ferries, such as lead slag from Ellesmere Port to Dourges, in northern France, had traditionally been carried in sheeted high-sided opens, but cross-Channel bulk mineral traffic grew significantly in 1974 when Traffic Services Ltd introduced its fleet of new bogie Polybulk covered hopper wagons, primarily to convey export china clay traffic from Cornwall to customers in Switzerland and Italy.

Initially, some of the Polybulks were allocated to carry French maize from Lavaur, near Toulouse, via Belgium and the Zeebrugge-Harwich train ferry, to a rail-connected silo at Pinhoe, near Exeter, from where the maize was distributed to cattle-feed merchants throughout south-west England, but this flow proved to be short-lived. Later the Polybulks could also be found

Right: Two-axle vans and tank wagons occupy the deck space of the Essex Ferry as it prepares to depart Harwich in spring 1979. The tank wagon nearest the camera is one of a small fleet owned by ICI used to carry 'Arcton' (dichlorodifluromethane) from Runcorn to Holland. The other two tank wagons were also in ICI traffic at that date, the grey-liveried tank being one of two that carried methyl methacrylate from Haverton Hill to Sweden, while the other white-liveried gas tank, just peeping into view, was in anhydrous amines traffic from Haverton Hill. Pictures by David Ratcliffe/David Ratcliffe Collection unless stated

Above: Class 47 No. 47 295 heads the 6S70/ 08.10 'European' wagonload service from Crewe to Glasgow Deanside through Warrington Bank Quay on August 19, 1992. Immediately behind the locomotive is a discharged bogie anhydrous amines tank returning from the Ciba-Geigy works at Monthey, Switzerland to the ICI complex at Haverton Hill to be reloaded. It is followed by two VTG two-axle tanks carrying glycol en route from Dormagen, Germany to Middlesbrough Goods. These three ferry tanks would connect into a Carlisle to Port Clarence freight working at Kingmoor Yard. John Dedman

Having just arrived from Dunkirk, the last of the Anglo-Continental train ferries – *Nord Pas de Calais* – manoeuvres into position to dock at Dover in April 1995.

making the sea crossing loaded with smokeless fuel from Hücklehoven and silicate sand from St Julien, the latter flow from the Pechiney Electro-Metallurgie works in the Côtes-d'Armor region of France, continuing to this day via the Channel Tunnel.

Chemical tank wagons of numerous designs were also a regular sight on train ferries, the bewildering array of different chemicals being conveyed to and from the Continent accounting for 20% of all cross-Channel railfreight, while other tank wagons could be seen arriving in Britain loaded with wine from France, Italy and Slovenia.

All wagons carrying dangerous goods would be marshalled at the open stern of the vessels, where they were more accessible in the case of an emergency, and any leaking fumes would more easily dissipate. From the mid-1960s, these occasionally included specialist nuclear flask wagons conveying irradiated fuel elements from Continental reactors to the UKAEA reprocessing plant at Sellafield.

FERRY ROUTES

British Railways timetabled a number of long-distance wagonload freights to originate at Dover and Harwich (see tables). In 1967, BR opened the London International Freight Terminal (LIFT) at Stratford, in part to handle workings from Harwich in much the same way as the Hither Green Continental Depot was served from Dover.

Additional International Freight Terminals were opened at Birmingham, Glasgow and Manchester, but ferry wagons could also be found working to numerous other freight depots and private sidings across the rail network. ›

TRUNK WAGONLOAD FREIGHT FROM HARWICH PARKESTON QUAY (MAY 1985)

7C81	02.40 MSX/04.38 MO to Temple Mills
6S96	13.50 SX to Mossend (calling to detach at Doncaster, Tyne Yard, Carlisle Kingmoor and Law Junction)
7M86	14.39 SX to Warrington Arpley (calling to detach at Whitemoor and Toton)
6D42	16.35 SX to Doncaster
6N90	18.50 SX to Tees Yard (calling to detach at Whitemoor, Peterborough, Doncaster and York)
6J62	20.21 SX to Tinsley (calling to detach at Worksop)
6M88	21.14 SX to Bescot (also ran on Sundays as 6M86 departing from Harwich PQ at 16.14)

Note: Ferry traffic between Harwich and South Wales, the South West and Southern England was routed via Whitemoor Yard.

At the Belgium side of the English Channel, SNCB Class 82 No. 8201 shunts a rake of vans and tank wagons onto the train ferry at Zeebrugge in February 1978.

TRUNK WAGONLOAD FREIGHT FROM DOVER TOWN (MAY 1985)

6M66	04.23 MO to Willesden
6S73	11.18 SX to Mossend (calling to detach at Willesden and Warrington)
6E53	12.18 SX to Tyne Yard (calling to detach at Hoo Junction, Temple Mills, Offord, Doncaster, York, and Tyneside CFD)
6M94	16.42 SX to Bescot (also ran on Sundays as 6M73, departing at 16.45)
7E92	19.40 SX to Temple Mills
6V27	22.35 SX to Oxford
6M65	14.20 SUN to Bescot

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One of Transfesa's large fleet of ventilated vans – No. 24 71 2148 331-4 – is seen at Ardwick West FD in February 1985, having recently arrived with a load of oranges from Spain.

The most common wagon visitors to Britain from Eastern Europe were the large Yugoslavian Railway vans, such as ILB No. 21 72 2390 058-0 seen at Manchester's Ardwick West Freight Depot in April 1989 shortly after its arrival from Zagreb loaded with several hundred woven Moses baskets for a local wholesaler.

Large two-door bogie ferry vans were also a common sight in Britain. Tiphook van No. 33 80 2693 032-5 was spotted at the Holden Warehousing & Transport siding in Trafford Park on August 31, 1993, where it had arrived loaded with bagged starch from the Cerestar works at Port de Santes in France.

Small goods depots, such as the one at Buxton South, also played host to the occasional ferry wagon, such as this two-axle French low, photographed there in spring 1978, having arrived with cased machine parts. Trevor Mann Collection

Nacco, ex-TSL, Polybulk No. 33 87 0699 009-4, one of the former china clay covered hoppers subsequently used to carry silicate sand from St Julien, France to Dow Corning at Barry, is seen being shunted at Dover Town yard in April 1995.

First introduced in 1979, bogie Cargowaggon flats were used to carry steel bars, slabs and sections, as well as non-steel items such as sawn timber and fibre cement sheets. When photographed at Dover in April 1995, wagon No. 33 80 4736 025-4 had just arrived from the Continent carrying a load of sheeted steel tubes destined for Glasgow Shieldhall.

Both SNCB and SNCF ran similar wagonload services from Zeebrugge and Dunkirk, respectively, with wagons usually reaching their French destinations sometime during the second day after their initial despatch in Britain, while wagons heading for northern Italy or Germany were usually delivered on the third day.

Each route was operated by two ships, with a third on standby. The Harwich to Zeebrugge crossing took around six hours in fair weather and, consequently, each ship on that route would make only a single round trip each day. In contrast, the Dover-Dunkirk sailing took a little less than three hours, and so in the mid-1980s, when BR was looking to reduce costs, it decided to concentrate all train ferry traffic on a revamped Dover to Dunkirk service, with the Harwich service being withdrawn at the end of January 1987.

THE RUNDOWN

To improve the remaining service, BR and SNCF jointly bought a new ship called *Nord Pas de Calais*, which had the capacity for up to 30 bogie wagons. Taking over the Dover-Dunkirk route in 1988, it usually made four round trips every weekday, with two or three sailings at the weekend. A new ferry berth and linkspan was built at Dover Western Docks to allow loading during whatever the state of the tide.

Unfortunately, increasing losses throughout BR's wagonload freight business led to the demise of the Speedlink network in 1991. But with the opening of the Channel Tunnel on the horizon, there was a desire to retain as much Anglo-Continental traffic as possible.

Therefore, a limited number of dedicated mixed freight services, marketed under the 'Connectrail' banner, were retained to handle European traffic to about 50 private terminals and general freight depots.

The opening of the Channel Tunnel in 1994 did not quite spell the end for the train ferry service, as it was still cheaper for some intermittent wagonload flows to go by sea, while dangerous goods were banned from the tunnel.

However, once most customers had been given time to make alternative transport arrangements, the Dover-Dunkirk train ferry made its final sailing on December 22, 1995 to end a fascinating chapter in Britain's railfreight history.

A second chance to savour...

'Hymek' D7017

Neville Hill heads to Somerset for a trip through the Quantocks to Minehead behind 'Hymek' No. D7017, while looking back at how these gutsy Type 3s performed when still in service on the main line.

A DIESEL and a steam locomotive stand side-by-side in Bishops Lydeard station on the West Somerset Railway. One represents the zenith of British industrial design, its proportionate lines and uncluttered but carefully detailed outline giving a sleek yet purposeful impression. The other is Churchward 2-8-0 steam workhorse No. 3850.

The diesel is 'Hymek' Type 3 No. D7017, constructed at the Beyer Peacock factory in Gorton, Manchester, and one of the last survivors of a fleet that once numbered 101. These 1,700hp hydraulic locomotives became Class 35s, but they never carried this TOPS number series. They were allocated to the Western Region to replace Class 5 'Hall' and 'Grange' steam locomotives for the most part, but were often called upon to perform the duties of a Class 7 'Castle'.

No. D7017, one of four now preserved, has arrived light engine from its base at Williton and coupled on to its stock in the down platform. It then shunts to the more convenient up platform ready for departure.

Driver Neil Mc Cannon shuts down the locomotive to save fuel and reduce noise. Martin Howard, who is being prepared to pass out as a driver, arrives with a welcoming cup of tea as I settle into the secondman's seat of the spacious cab.

As departure time approaches, the hydraulic's high-revving engine splutters back to life with a pitch that is different from the lower rpm diesel-electrics, with which I am more familiar.

After negotiating the crossover to the down line, Martin applies more power, explaining that he eases slightly at the automatic gear changes to prevent any danger of snatching. At least we are spared the grinding noise that is a feature of 'Warship' gear changes, Martin observes.

The loco's engine revs can reach 1,400, but the six-coach load of 208 tonnes tare, some 215 tonnes gross, on the 1-in-80 gradient only demands around 1,150 at 25mph.

The West Somerset is special in many ways, being the longest of Britain's heritage lines, with steep gradients in both directions and six intermediate stations that yield more opportunities to simply settle back and enjoy the symphonic sound of a 1960s diesel-hydraulic doing some real work as it accelerates away.

A quick time to Crowcombe Heathfield (see Table 1) allows the crew time to sit on a bench and appreciate the rural railway scenery as we wait to pass a GWR tank engine coming from the Minehead direction. There is also time to admire the fine design of our 'Hymek', right up to its roof-mounted twin horns.

A flashback to the early 1970s, and BR blue-liveried No. 7052 (with its 'D' prefix painted over) departs Paddington with a down Class 1 express. DC Collection

TABLE 1: BISHOPS LYDEARD TO MINEHEAD

Loco	D7017
Vehicles/tons tare/gross	6/208/215
Train	11.05 Bishops Lydeard-Minehead
Date	September 13, 2015
Recorder	J Heaton 1st 7

Miles	Timing Point	Sch	M S	MPH
0.00	Bishop's Lydeard d	0	0 00	/-25
1.78	MP 170		5 38	23/25
3.28	MP 171½		9 19	24
3.88	Crowcombe a	14	11 29	
0.00	d	20	23 27	-/25
1.50	Leigh Woods LC		4 24	20/25
2.72	Stogumber a	7	7 47	
0.00	d	8	8 58	
0.43	MP 175m 20c		1 20	25
3.28	Williton a		9 06	
0.00	d	9	10 03	-/25
0.84	Donniford	4	3 00	15/25
1.68	Watchet a	10	6 32	
0.00	d	11	7 57	-/25
1.06	Kentsford LC		3 44	11tsr/25
1.72	MP 181m 40c		5 39	23
2.34	Washford a	7	7 58	
0.00	d	8	8 46	-/25
2.30	Blue Anchor a	6	7 34	
0.00	d	8	8 19	-/25
0.84	MP 185m 20c		2 56	24
1.86	Dunster a	6	5 46	
0.00	d	7	6 41	-25
			sig stop	4.15-4.18
1.47	MINEHEAD a	7	6 35	

BR closed the Minehead to Taunton line on January 2, 1971, but it reopened as a heritage line to Bishops Lydeard, in stages, from March 1976. Still in the early days in 1977, No. D7017 approaches Blue Anchor from Minehead with the 'Quantock Flyer' working. Note the DEG logo on the side of the loco, before the Diesel & Electric Group added 'Preservation' to its name. DC Collection

Smart-looking 'Hymek' No. D7017 gives it the beans as it departs Blue Anchor on June 7 with the 13.03 Bishops Lydeard to Minehead. John Pearson

Driver Neil McCannon at the controls of No. D7017 on September 13. Transport Reports

The number and builder's plate of No. D7017. Note the GWR-style red spot route restriction. Transport Reports

YORKSHIRE SIGHTINGS

I am reminded of the first time I saw a 'Hymek', entirely unexpectedly in the Pennine steel-making outpost of Penistone. On a sleepy summer Friday afternoon in the summer school holidays of 1962, I was lolling on a platform bench enjoying a day of modern traction observation. The signals were showing green for an eastbound 'downhill' train, and I expected an EM1 (the future Class 76) to clatter past with a long rake of coal empties.

By this time in the afternoon I was half-resigned to it being one that I had already seen working west, but then I was astonished to see the unfamiliar shape of two light diesels coupled together. It was Nos. D7044 and 7045 being delivered from Beyer Peacock Works at Gorton.

I made the trip again the following Friday and this time saw Nos. D7046 and 7047 making their debut trip to the Western. The following week there were no 'Hymeks', probably because of Works holidays, so that was the end of my Yorkshire sightings of these Western Region locos.

The arrival of the up steam train into Crowcombe brings me back to the present day, and the strange reality of a cab ride in one of these stylish diesel machines more than half a century later.

NOD OF APPROVAL

"Home station," announces Martin as we pull into Williton, with a backdrop of preserved diesel locos. Diesel-electric No. D1661 (47840) *North Star* sits amongst hydraulics Nos. D832 *Onslaught*, D1010 *Western Campaigner* and D9526.

A figure appears from the shed and positions himself a few yards away from our engine, giving it all his attention. As we pull steadily away with no slips, coughs or splutters, there is a simple nod of the head as the figure retraces its steps. "That's Bob Clegg," says Neil. "He set up this engine." And that was his undemonstrative way of showing his satisfaction at a job well done.

There is a wide variety of level crossings on the West Somerset, including open ones on public roads, standard automatic half-barriers, landowners' accommodation crossings, and occupation ones with their variety of authorised users. Each poses its own problems, and the inspectorate has even imposed a temporary speed restriction at one of them, although its characteristics do not appear to be beyond solution in this technical age.

The approach to Minehead platform is via an unusual signal that has a flashing white light as one of its main aspects for calling-on a train into an occupied platform, which would normally be two miniature white lights at 45 degrees mounted below the stop aspect.

Our bay platform is occupied by three coaches acting as cafe accommodation for the patrons of the CAMRA beer and cider festival, said to feature 133 varieties.

There are three hours to spend before the return journey from the same platform, so the pilot draws our train out, releasing No. D7017 to drop back onto the Taunton end of the train after the coaches have been returned to the platform.

The all-dining 'Quantock Belle' arrives to make the fourth train out on the line today, a massive undertaking that relies on a small pool of full-time workers and an army of volunteers (which has vacancies).

MAIN LINE RUNS

I recall seeing another 'Hymek' here in the summer of 1964, on a Saturday morning seven years before the ›

TABLE 2: PADDINGTON TO SOLIHULL

Loco	D7017
Vehicles/tare/ gross tonnes	6/206/220
Train	14.05 Paddington-Birmingham
Date	April 21, 1973
Recorder	D Adams

Miles	Timing Point	M S	MPH
0.00	PADDINGTON d	0 00	
2.64	Old Oak Common	3 58	60
5.54	Ealing B	6 32	75
8.93	Southall	9 13	77
13.09	West Drayton	12 17	84
18.29	SLOUGH	15 53	88
20.78	Burnham	17 35	88
24.11	Maidenhead	19 51	88
30.89	Twyford	24 27	88/90
35.83	READING a	29 36	
0.00	d	0 00	-/tsr RL
2.68	Tilehurst	3 34	63
5.56	Pangbourne	6 04	75
8.78	Goring	8 32	81
12.46	Cholsey	11 13	85/sigs
16.78	Didcot E Jct	15 09	35
20.18	Culham	18 38	67
22.38	Radley	20 32	74/81
27.43	OXFORD a	25 58	
0.00	d	0 00	
2.86	Wolvercot Jct	4 05	tsr63
7.63	Bletchington	8 21	72
11.74	Heyford	11 40	79
17.52	Aynho Jct	16 25	63
19.18	King's Sutton	17 56	68/75
22.69	BANBURY a	21 28	
0.00	d	0 00	
3.69	Cropredy	4 46	64
8.77	Fenny Compton	9 10	80
16.10	Fosse Road	14 23	93
19.90	LEAMINGTON a	18 09	
0.00	d	0 00	
0.93	MP 107	lost power	31/20
1.93	Warwick	5 20	39/54½
3.93	Budbrook	7 44	53/51½
6.10	Hatton	10 12	57/75½
10.28	Lapworth	13 55	74/75
12.88	Dorridge	16 05	56/sigs51
14.79	Widney Manor	18 10	64
16.21	Solihull a	20 11	

TABLE 3: WESTBURY TO TAUNTON

Loco	D7062
Vehicles/tare/ gross tonnes	13/446/480
Train	10.30 Paddington-Penzance
Date	April 21, 1973
Recorder/Position	D. Adams 2nd of 14

Miles	Timing Point	M S	MPH
0.00	WESTBURY d	0 00	
1.43	Fairwood Jct	3 14	45/48
4.71	Clink Rd Jct	7 31	43½
6.69	Blatchbridge Jct	9 47	59/55
10.81	Witham	14 06	56
12.76	Brewham	16 16	50/72
16.14	Bruton	19 20	76/82
19.58	CASTLE CARY	22 06	63/75
24.44	Keinton M	26 14	73/70
26.69	Charlton M	28 06	71½/78
29.99	Somerton	30 45	75½
35.24	Curry Rivel Jct	34 45	84
39.13	Athelney	37 35	81/77
42.44	Cogload Jct	40 08	79
47.13	TAUNTON a	44 51	

The station stop at Heathfield Crowcombe on the outward leg on September 13, with driver Martin Howard taking a deserved cup of tea. Transport Reports

‹ line was closed by British Railways. Having survived the initial Beeching onslaught, surely its retention would have resulted in the kind of rejuvenation enjoyed by the neighbouring Exeter-Barnstaple branch in recent years.

'Hymeks' were far from being just a branch line locomotive, however. They replaced 'Castle' steam locomotives on all but the most arduous of duties, and even then they could often be found battling with 13 coaches on a Cardiff express. Their most effective employment was undoubtedly on the secondary expresses, where they lived out their last days from Paddington to Worcester or Portsmouth to Cardiff.

Railway Performance Society (RPS) member David Adams has an enviable collection of Western Region Hydraulic logs, which have been lodged in the RPS electronic archive.

The examples published here have been abbreviated.

Table 2 features our now preserved No. D7017 on a Birmingham train via Oxford with an almost identical load to today's. It took 16 miles from Paddington to get within touching distance of its top speed of 90mph, just managing the maximum after Twyford.

Temporary speed restrictions (TSRs) and a signal check prevented 90mph being attained again until after Fenny Compton. Leaving Leamington Spa, the recorder noted a loss of power, reducing speed to 20mph before it then made a spirited attack of the 1-in-110 Hatton Bank. These events encapsulated the performance of these basically reliable yet mercurial hydraulics.

In 1965, David Adams had recorded No. D7062 in rather different circumstances while heading west on the 'Cornish Riviera' behind a 'Warship'. An ignominious special stop was made at Westbury to remove the ailing Class 43 from the crack express, but David was less than optimistic when he saw the Type 3 coupling up to the 13-coach cavalcade, which weighed in at some 480 tons. But he was to experience a rare treat, as the 'Hymek' made a concerted effort – if not to regain time, then to ensure a minimal further loss.

Table 3 shows how speed fell from 48mph to 43½mph on the 1-in-151 to Clink Road, recovering to 59mph before the short, sharp 1-in-107 to Brewham summit, crested at 50mph. There was a 60mph permanent restriction at Castle Cary in those days, but it did not prevent an average of 78mph being attained over the 18miles from Keinton Mandeville to Cogload Junction, with a maximum of 84mph at Curry Rivel Junction.

Covering 47.13 miles in 44 minutes and 51 seconds was a creditable performance in 1965, and it is amazing that 50 years on we can still listen to that distinctive 'Hymek' growl today, with four locos – Nos. D7017, D7018, D7029 and D7076 – safely in preservation.

"The first time I saw a 'Hymek' was in Penistone!"

On another visit to the West Country, David encountered a further hydraulic failure, this time a Class 52 'Western' on a 10-coach up train that had expired at Exeter St David's and was replaced by 'Hymek' No. D7093.

After leaving Exeter some 30min late, the express was booked to call only at Taunton. It was hindered by a 20mph TSR at Hele, which limited speed to a maximum of 66½mph before Whiteball and only 53½mph at the summit, but the 'Hymek' then showed its intent by racing away to 90mph before and after the 85mph permanent restriction that was then in force at Wellington.

The stiffer eastbound climb to Brewham at 1-in-81 was completed at a minimum of 53mph. Then the long 1-in-222 to Lavington brought speed down from 80mph to 66mph before 88mph was attained at Newbury.

GEAR CHANGES

Back on the West Somerset Railway, Neil McCannon had charge of No. D7017 for the run back to Bishops Lydeard, demonstrating how the automatic gear changes take place around 12mph and 22mph by holding the train speed to around 10mph and then making a throaty ascent of the 1-in-65 stretch of Washford Bank at 25mph after the two gear changes.

There were certain duties, such as Bromsgrove banking, when the type's first gear was isolated to prevent surging.

There were also experiments to find a cure for transmission unreliability by taking out the first gear, reputedly on the first 35 even-numbered locos, while power was reduced by 20% on the first 33 odd-numbered locos. This resulted in control gear improvements and restoration of the otherwise original design by the end of 1963 (see *www.greatwestern.org.uk*).

No. D7017 is now limited to a relatively genteel retirement in the hands of the dedicated Diesel and Electric Preservation Group (DEPG) team, with occasional outings on the remarkable West Somerset Railway. In the break at Minehead, Neil McCannon had phoned a friend on the East Lancashire Railway, who was in charge of a train being hauled by classmate No. D7076 that afternoon. Simultaneous 'Hymeks' in 2015 – two opportunities for older diesel fans to relive their misspent youth, or for younger ones to obtain a flavour of what those days were like when there was a hydraulic loco on every Paddington express. E

■ 0-60 will return next month.

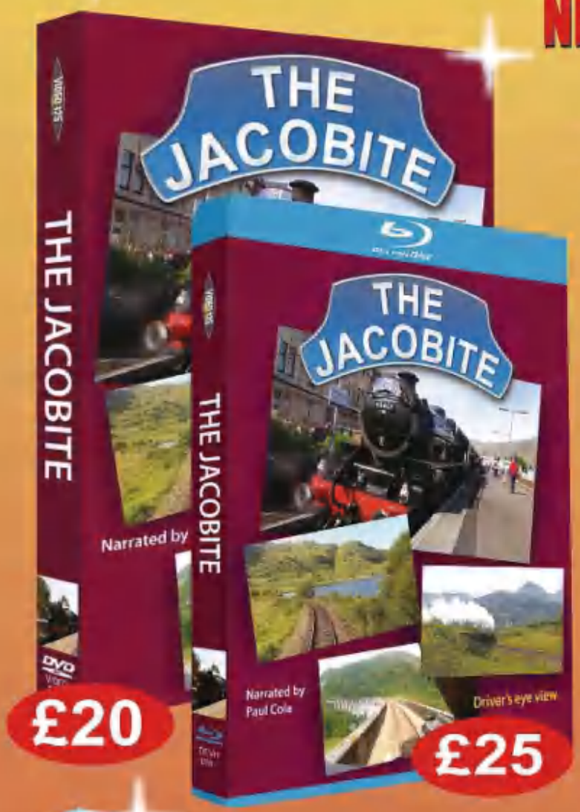
TABLE 4: EXETER SD TO PADDINGTON

Loco	D7093
Vehicles/tare/ gross tonnes	10/342/360
Train	11.00 Plymouth-Paddington
Date	February 2, 1973
Recorder/Position	D Adams 10th of 11

Miles	Timing Point	M S	MPH
0.00	EXETER SD d	0 00	
1.23	Cowley Br Jct	2 42	43
3.40	Stoke Canon	5 13	59/65
8.38	Hele	12 18	20tsr
12.56	Cullompton	17 28	61/58
14.81	Tiverton Jct	19 45	60/66½
19.90	Whiteball	24 48	53½
23.65	Wellington	27 52	90/86/90
28.76	Norton Fitzwarren	31 25	86
30.76	TAUNTON a	34 28	
0.00	d	0 00	
4.69	Cogload Jct	5 41	69
8.00	Athelney	8 25	76
11.89	Curry Rivel Jct	11 29	79/70
17.14	Somerton	15 44	73
22.69	Keinton M	20 06	79/83
27.55	CASTLE CARY	23 45	75
30.99	Bruton	26 39	64/65½
34.53	Brewham	30 13	53
36.32	Witham	31 55	70/83
40.44	Blatchbridge Jct	35 02	82/83
42.42	Clink Rd. Jct	36 31	79/85
45.70	Fairwood Jct	38 55	77
48.14	Heywood Rd Jct	40 49	77/80
55.84	Lavington	46 43	79/66
61.62	Patney	51 43	67
63.80	Woodborough	53 38	70/69/75
67.37	Pewsey	56 35	74
72.59	Savernake	60 58	68½/63
76.28	Bedwyn	64 13	74/82
81.17	Hungerford	68 17	63/76
84.20	Kintbury	70 50	75
89.63	NEWBURY	74 45	88
93.13	Thatcham	77 48	40tsr/64
95.95	Midgham	80 50	50tsr/40tsr
101.40	Theale	86 42	72/77½
106.73	READING	91 55	40
111.67	Twyford	97 08	72
118.45	Maidenhead	102 22	82
121.78	Burnham	104 44	85
124.27	SLOUGH	106 38	sigs77
		sigs throughout. 1 stop	
142.56	PADDINGTON a.	129 33	

STOCKING FILLERS

NEW Driver's eye views



£20 £25

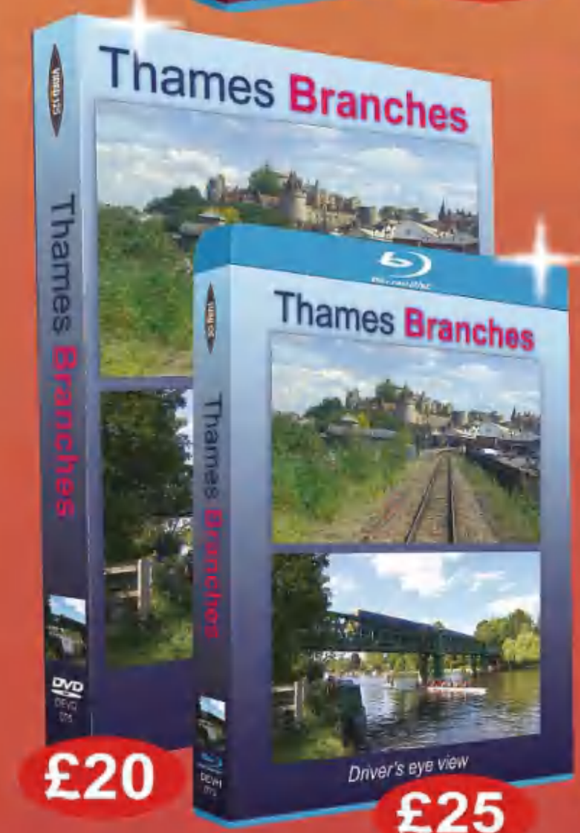
THE JACOBITE

The West Highland Railway (Mallaig extension) is arguably Britain's most scenic and what better way of seeing it than from "The Jacobite" steam train.

Our cameras followed one such service in the mid-summer sunshine on board Black Five No 45407 The Lancashire Fusilier. To see the scenery in all its glory, a helicopter followed our train all the way to Mallaig with a state of the art gyro stabilised camera filming in high definition.

Cameras also show, lineside shots footplate shots and the radio signalling centre (RETB) at Banavie.

So sit back and take a front row seat on the magnificent "Road to the Isles". Fort William to Mallaig Running time 85 mins.



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THAMES BRANCHES

MONEY BACK GUARANTEE

1. Paddington to Greenford *2. Slough to Windsor*
3. Maidenhead to Marlow *4. Twyford to Henley*

This is an opportunity to see four of the GWR Thames Valley branch lines from the driver's cab.

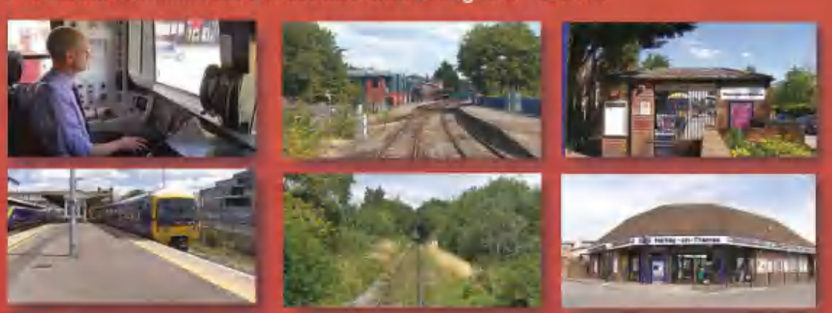
We start at Paddington for a run along the Greenford branch taking us over the Great Western main line via Ealing Broadway, the line terminating at Greenford sandwiched between the tracks of LUL's Central Line.

We then travel over the Windsor branch from Slough into the one-time showpiece Royal station facing Windsor Castle. Unusually we return part of the way to show the junction arrangement at Slough.

The Marlow branch is the fascinating legacy of the one-time through route to High Wycombe requiring a reversal at the constricted junction at Bourne End.

Finally, we travel over the line to Henley on Thames. All trains on the four branch lines consist of 2-car class 165 Turbo DMUs.

Filmed in the summer sunshine of 2015. Running time 72 mins.



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BLS celebrates its Diamond Jubilee

60 years after it was formed, the Branch Line Society is still thriving. **David Russell** looks back at the early years and finds out how it has adapted to cater for a changing market.

MANY could be forgiven for thinking that the formation of the Branch Line Society came about as a result of the Beeching closures in the 1960s, but in fact its origin goes back a few years earlier to 1955.

Lines were already closing and one enthusiast, John Ling, came up with the idea of forming a society specialising in branch lines. He wrote a letter to various magazines that were around at the time, including our sister publication *The Railway Magazine*, and this resulted in the formation of the Branch Line Society and the appearance of the first issue of *Branch Line News* in October that year.

Branch Line News, or *BLN* as it is better known, has always been one of the society's main attributes. In 1964, the volume of material resulted in it doubling in frequency to two issues every month, and it has remained as such ever since. As well as providing information on forthcoming fixtures and reports on previous ones, *BLN* provides details of forthcoming workings expected to travel over unusual track, as well as details of line and infrastructure developments. An international supplement looks at overseas happenings.

Over the years, a number of other publications have appeared, including PSUL (Passenger Services over Unusual Lines), which is now in its 50th year of publication and supplied to members free of charge. The society also produces a Guide to Minor Railways, reflecting the wider interests of its membership.

RAILTOURS GALORE

From the outset, charter trains have formed an important part of BLS activities.

Society members travelled on a special over the Welshpool & Llanfair Railway in September 1956, but the first proper charter took place on June 2 the following year.

The 'Yorkshireman' included a trip over the Alne-Easingwold line (which closed just over six months later) in open wagons, as well as trips over other lines where passenger traffic had already ceased.

In 1962, the BLS began running an annual weekend trip in Scotland each Easter. Most of the society's tours were hauled by steam locos, but the train on April 22 that year was hauled by Class 20 No. D8028, covering a number of lines in the Aberdeen and Montrose areas. Ironically, one of these was the line between Bridge of Dun and Brechin, now operated by the Caledonian Railway, and visited again recently by the BLS on a weekend of preserved railway visits on September 5.

"The BLS caters for haulage enthusiasts as well as those who like to travel over unusual lines"

The final BLS steam-hauled main line tour ran during the Scottish event over the Easter weekend in 1967, which was also the last of these events. Class 26 No. D5317 (a relatively early casualty, being withdrawn just over 10 years later) was used on the final day of the tour, visiting a number of long-gone lines in the Edinburgh area. Another tour later in the year travelled over branches in the South East, including Tilmanstone Colliery and Folkestone Harbour, and was hauled by a pair of Class 33 'Cromptons'.

From 1968, first-generation DMUs became the most common traction for BLS charters. Not all were long days out – a trip from York to Rowntree's Halt and back on January 11, 1986 departed at 11.11 and arrived back 26 minutes later!

Loco-hauled trains ran occasionally, together with a number of brakevan trips. The last one of the latter to run on the main line was on January 20, 1990, when No. 08775 took four brakevans from Ipswich to Griffin Wharfe and back.

One of the first BLS tours to include diesel haulage was its then annual Scottish weekend in 1962, when Class 20 No. D8028 visited the line between Bridge of Dun and Brechin. Today, that section is operated as a heritage line by the Caledonian Railway, and on September 5 the BLS visited again for a trip behind the line's superb Sulzer Type 2s Nos. D5314 (26014) and 5370 (27024). David Russell

Besides DMUs, brakevans tours have also featured regularly in BLS outings. One of the most recent was on June 7, when Nos. 08375 and 08622 top-and-tailed the BLS/PLEG 'Concrete Conqueror Craker' at Ketton Cement Works. Des Harris

Following the withdrawal of a large number of 'heritage' DMUs, loco-hauled tours began to appear more frequently from the late 1980s. Multiple units continued to be used when appropriate, one example being the 'Red Nose Rambler' in March 1999, organised by former *Rail Express* columnist Iain Dobson. In a style similar to the recent 'Tracker' tours, it visited two depots while raising money for charity.

MODERNISATION

In 2012, a number of new committee members were appointed. The new team was keen to expand the society's activities and attract new, younger members. One of the early changes made was to take advantage of modern technology by offering *Branch Line News* in electronic format with additional maps and pictures. This is now distributed to over half of the membership by e-mail as a pdf file, ensuring the magazine is received much more quickly than by conventional post, and membership at a cheaper price owing to reduced costs.

Over the past three years, the number of railtours and events organised by the society has increased dramatically, thanks largely due to the enthusiasm of fixtures secretary Kev Adlam, supported by various others. In its 60th year, the society set itself a target of arranging 60 fixtures. Despite the loss of a West Coast Railways-operated charter, this was achieved before the end of June!

One of the society's major successes has been its series of charity trips in connection with train operating companies, normally including rare tracks in depots or stabling sidings as well as other unusual lines. The first of these trips ran in March 2013 in partnership with East Midland Trains, and raised funds for the Railway Children charity and Macmillan Cancer Support. Since then, the BLS has worked with First Great Western, Chiltern Railways, Merseyrail, First TransPennine Express and Govia Thameslink Railway on similar trips, raising a six-figure sum for nominated charities in the process, and showing the society and enthusiast community in a positive light.

Earlier in November, it was due to team up with South West Trains for the first time to visit the depots at Northam, Bournemouth and Salisbury, as well as other unusual pieces of track on the SWT network.

The BLS also organises specialist visits to preserved railways, where efforts are made to travel over lines not normally used by passenger trains. In conjunction with the Preserved Locomotive Enthusiasts Group (PLEG), many of these feature haulage behind shunters or other sought-after locos – for example, the trip to railways in northern Scotland utilised some 10 former BR diesels at three different locations.

Kev says: "By catering for haulage enthusiasts as well as those who like to travel over unusual lines, it makes the visits more commercially viable, and also provides something extra for those of our members who enjoy both activities. It's a win-win situation for all concerned. The combined events have also encouraged some people to broaden their interests, supplementing their red pen with a highlighter!"

Making use of 21st century communication methods again, tour participants normally receive a detailed track plan and stocklist by e-mail in the days leading up to the event.

OTHER FIXTURES

Industrial locations are often difficult to access, but the BLS visited Ketton Cement Works earlier this year, securing the opportunity to undertake a comprehensive tour of the site using a pair of Class 08s. Four trips were run, each carrying 30 people in brakevans, and unsurprisingly all were fully booked.

In recent years, a number of visits to Scunthorpe Steelworks have also taken place, during which trains have visited parts of the site where typical AFRPS trips do not normally go.

Away from travelling over the tracks themselves, the BLS organises a number of other fixtures, such as visits to signalboxes and control centres, plus conducted walks over old trackbeds. Allied with the last of these, a new edition of a society publication, Railway Rights of Way, first published in print in 1985, was produced in CD-Rom format in 2013.

Without doubt, the closure of many railway lines by Dr Beeching in the 1960s was a catalyst for people joining the BLS, even though it had been founded several years earlier.

Now 60 years on from the start, the BLS still boasts almost 1,000 members, catering for a niche market as well as those with a more general interest in line and related infrastructure matters – although no longer limited just to branch lines. As such there is every reason to believe that in 2055, the society will still be around to celebrate its 100th anniversary.

A feature of BLS tours is that they visit parts of the network others do not, including sidings and yards. Going as far as it possibly could on August 30, 1981, the 'Ayrshire Wanderer' pauses for a photo stop at Girvan Goods formed of Class 120/101 hybrid DMU Nos. 51787+59685+51529. DC Collection

Loco-hauled tours still feature in the society's repertoire, this one on November 3, 2013 visiting the Museum of Science and Industry in Manchester using the main line connection currently threatened to be severed by the proposed Ordsall Chord. The tour was top-and-tailed by Nos. 47760 and 37706, which are seen during shunting movements at the museum. Stuart J. Hood

'Going away': Your shots

In our September issue, we featured 'going away' shots and asked if you could do better. Here we present just a small selection of those sent in.

The peace and quiet of the remote Scottish Highlands at Luib, south of Achnasheen, is momentarily shattered on October 13, 2002, as EWS Type 3s Nos. 37415 and 37426 head west from Inverness to Kyle of Lochalsh with a Travelsphere charter from Perth. Robert Armistead

Red tail-lamps often detract from a shot, but in this case it makes it in an otherwise muted scene at Leyland, south of Preston, on January 10. DRS Type 3s Nos. 37610 *T.S. (Ted) Cassady 14.5.61-6.4.08* and 37609 head the 6K73/09.09 Sellafield-Crewe as Virgin 'Pendolino' No. 390006 *Virgin Star* approaches with the 9S55/09.43 Euston-Glasgow via Birmingham. Francis Trebor

Almost the entire railway infrastructure in this scene harks back to an era long past on most of the national railway system. Greater Anglia DMU No. 156407, forming the 2J79/13.48 Lowestoft-Norwich, climbs from Somerleyton to the swing bridge over the River Waveney on August 14, as two passengers from the train cross the line to exit the station. The only mechanical signalboxes on Network Rail without a formal abolition plan and date are those serving the swing bridges at Somerleyton and Reedham, which means in time they could be the last mechanical signalboxes on the national network. Gordon Edgar

GBRf Type 5 No. 66726 *Sheffield Wednesday* is neatly framed by its own train of empty cartics at Stafford's Queensville curve with the 6L48/15.49 Garston-Dagenham on September 14. John Whitehouse

HST meets HST with a difference, as solo power car No. 43196 is captured at Bristol Parkway on August 19 while transferring from St Philip's Marsh depot to Old Oak Common. The numbers of the down passenger working are not recorded. Andy Harkness

Neatly framed by the road bridge over the station, CrossCountry DMU No. 170112 calls at Burton-on-Trent on April 14 with the 1G38/14.41 Nottingham to Birmingham New Street. John Stretton

A going away shot that should have made the news, as Class 419 Motor Luggage Van No. 9002, superbly repainted in Network Southeast livery, is dragged through south London at Culvert Road near Clapham Junction on August 28 by 'Battle of Britain' class steam loco No. 34067 *Tangmere*. The train was heading to Ramsgate to attend a staff event there the following day. Ian Dyer

One Class 60-hauled working leads the eye into this picture of another at Great Rocks Junction on October 18, as No. 60017 pulls into the loop prior to running round with the 6H22 from Tunstead to Hindlow lime works, while classmate No. 60024 awaits access into the Tunstead quarry complex from Peak Forest. Steve Stubbs

We are used to seeing images of Dawlish where the rails most famously meet the sea, but they are not usually of freight workings and even less so as a going away shot. Here the exposed red sandstone cliffs complement the ballast in the wagons and Colas livery of the loco as No. 70810 heads west past Langstone Rock with the 08.42 Westbury to Par engineering train on September 12. Stewart Armstrong

One from the archives showing the run-down state of many non-passenger lines in the late 1970s/early 1980s. This is a view of 'Rat' No. 25145 heading into Dudley Tunnel, West Midlands, with a mixed freight from either Brierley Hill or Round Oak to Bescot on April 2, 1980. On the brake van is scrawled the words 'The end' which, while quite literally true, is more likely to have some other unexplained meaning. This was the site of Blowers Green station (closed in 1962), while the line hung on until March 1993. Steve Burdett

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An inglorious end for D818

The final diesel-hydraulic 'Warship' to be scrapped was cut exactly 30 years ago, after spending more time on display as Swindon Works' pet loco than it did in service on the main line.

The end is nigh for 'Warship' No. D818 *Glory*, pictured in an advanced stage of scrapping at Swindon on November 7, 1985. Paul Hunter-Higgins

OF the original fleet of 71 Class 42 and 43 diesel-hydraulic 'Warships', 67 of them met their end at Swindon Works. They were all processed by 1975 except for one, No. 818 *Glory*, which was saved from the cutter's torch for use by the works' apprentices as a training loco.

Glory was one of the 38 Class 42s built at Swindon from 1958-61 (Nos. D800-832, D866-870); while the 33 similar Class 43s were outshopped by the North British Locomotive Company from 1960-62 (Nos. D833-865).

The two versions of 'Warship' differed in their engines and transmissions: the Swindon machines had two Maybach engines connected to Mekydro transmissions, while the NBL types had MAN engines and Voith transmissions.

It became apparent in service that the Swindon machines were the more reliable version. When British Railways decided in 1967 to standardise on diesel-electric over diesel-hydraulic transmission, the first 'Warships' to go were NBL '43s' and the last – at the end of 1972 – were Swindon '42s'.

No. D818 entered service in March 1960 at Laira and was withdrawn from there in November 1971 and sent to Swindon. It was then in faded BR blue livery with full yellow ends but, after being adopted by staff at the works, it received a full blue repaint in the mid-1970s and was displayed around the works turntable, which was visible from the adjacent Great Western Main Line. The loco was further repainted in autumn 1980 into all over green livery with half yellow warning panels.

By then, two other Class 42s had been saved for preservation, Nos. D821 *Greyhound* and D832 *Onslaught*, while No. D818 had been robbed of many parts making it more of a shell. Despite that, *Glory* was still a candidate for preservation, but the announcement in 1985 that Swindon Works was to close the year after saw it hastily scrapped instead.

Cutting began in October 1985 and was complete the following month. Somewhat ironically, its 13 years at Swindon was longer by a few months than its active life.

No. D818 arrived at Swindon in withdrawn condition, and was still looking shabby when this shot was taken, devoid of nameplates, in 1974.

***Glory* was given a fresh coat of BR blue in the mid-1970s, pictured by the Swindon Works turntable on May 12, 1976. In 1980, it received an equally stunning BR green livery that it wore to the end.** Geoff Griffiths

50 YEARS AGO... DECEMBER 1965

■ EAST COAST BLUE PULLMAN: One of the 'Midland Pullman' six-coach multiple unit diesel sets underwent trials between Leeds and King's Cross via the East Coast Main Line to test its suitability for this route in the future. On the first run, the train was limited to a top speed of 90mph, and covered the 186-mile journey in 166 minutes, including a three-minute stop at Doncaster. Newcastle was also suggested as another possible East Coast route. The two LMR 'Blue Pullman' first-class sets were due to be displaced from the Manchester-St Pancras service when the electrically hauled Pullman services between Euston and Manchester were introduced from April 1966.

'GRID' TESTBED RELEASED: Class 47 No. 47601 entered traffic powered by a Ruston 16RK3CT engine as part of the development of the Class 56 freight loco. The '47' was previously No. 47046, which had been badly damaged in a derailment north of Peterborough in 1974. The same loco was re-engined again in 1979 as part of the development of the future Class 58, becoming No. 47901 in the process. The loco survived in this form until 1990, when it was withdrawn and then scrapped in February 1992. No. 47601 is pictured nearing the end of its conversion at Crewe Works in 1975.

40 YEARS AGO... DECEMBER 1975

■ GWILI RAILWAY ESTABLISHED: Enough of the closed Carmarthen to Aberystwyth line was bought by the Gwili Railway Company to enable a service to be operated as soon as a Light Railway Order was obtained. The GR began with about two miles of track from Bronwydd Arms towards Abergwili Junction, just north of Carmarthen. Initially, a push-pull train worked the service, powered either by Peckett 0-4-0 saddle tank No. 1967 of 1939 or Manning Wardle 0-6-0 saddle-tank No. 865 of 1882. A DMU trailer car – No. E56317 _ was also acquired for use as an observation car, and an ex-Lancashire & Yorkshire Railway inspection saloon was also being made ready.

30 YEARS AGO... DECEMBER 1985

■ FAR NORTH RETB: The radio electronic token block signalling between Dingwall, Wick and Thurso was formally commissioned on December 16, when radio contact was made from the cab of Type 3 No. 37417 at Inverness to the Dingwall control room. Earlier in the day, the loco had been named *Highland Region*. Other namings that month saw classmate No. 37402 become *Oor Wullie* (a cartoon character in the Sunday Post), at Glasgow Central on December 14, before heading a special train to Ayr carrying readers of the newspaper. December 6 saw Thornaby Class 47 No. 47363 named *Billingham Enterprise* at Darlington station.

20 YEARS AGO... DECEMBER 1995

■ FRANCHISING BEGINS: The winner of the first passenger franchise was announced as Stagecoach, which was chosen to run South West Trains. The company would take over all routes out of Waterloo to Berkshire, Surrey and Hampshire and on to Weymouth and Exeter via Salisbury. Executive chairman Brian Souter said: "It is our intention to maintain the present service levels and we will seek to improve services where opportunities arise." Stagecoach took over in March 1996 – a controversial move at the time as Stagecoach had been accused of 'predatory and deplorable' behaviour by the Monopolies and Mergers Commission in 1994 relating to bus services. However, SWT has thrived and Stagecoach is still the operator in 2015.

10 YEARS AGO... DECEMBER 2005

■ FINAL RUNS: December 14 saw the final run of a Class 373 'Eurostar' on the East Coast Main Line when set Nos. 3312+3313 formed a staff special from Peterborough to Kensington Olympia, four days after the type ran its last service train for GNER. Class 373s had been hired in for five years, and ran to York and Leeds under 'White Rose' branding. The day after, December 15, witnessed the very last working of a slam-door EMU on the main line, apart from the Lymington branch units, when 4-VEPs Nos. 3486+3530 ran empty from Brighton to Stewarts Lane depot, south London, for shoe removal and decommissioning.

END OF RHYMNEY LOCO HAULED: December 10, 2005, was the final day of loco-hauled commuter trains on the Cardiff Valley line to Rhymney. To mark the occasion, Arriva Trains Wales organised a special day of haulage using guest locos and three sets of coaching stock that formed nine up and 10 down trains. Locos in action included Nos. 33207, 37411, 37419, 37425, 47854 and 50049. The West Coast Railways 'Slim Jim' Class 33 is pictured calling at Caerphilly, while working the 11.15 Rhymney to Cardiff Central.

Odds and sods

Variety is the spice of life, as **Tim Helme** recounts in part 10 of his tales of life as a Derby Trainman in the early 1990s.

Right: HST power car No. 43072 prior to being named *Derby Etches Park* in July 1993. Richard King.

IT is probably the irregular jobs in between the regular turns that were most memorable, adding to an already steep learning curve.

I was lucky enough to be secondman on both the Royal Train and the Orient Express. The former was just an empty stock transit, however, while the latter was a special charter out of Manchester. This was memorable because we nearly passed a signal at danger and had to dump the brake shortly after departing the station, no doubt sending all the silver service waiters flying! In true freight man style, I refused to wear a tie on both occasions.

There were also numerous steam and spotter specials, Coalville and Leicester open days, emergency exercises, Q-trains, and many different types of test trains.

One job involved taking some condemned stock up to the Old Dalby test track for use in a training scenario by the Special Forces. We had orders to leave the stock in a specific place then retire light loco to Melton Junction. It was gripping stuff watching the helicopters swoop in, but that's all we got to see!

Other jobs involved preparing HST power car No. 43072 for a naming ceremony, collecting No. 82xxx Driving Van Trailers and shiny new Mk.4 stock from Metro Cammel, doing proving runs on the new Class 158 units. The latter included a collision test at the carriage works – my very own BREL story; Malc would have been proud.

I even took a Class 08, with its rods removed, to Cockshute Sidings in Stoke. This constituted a signalman's nightmare and had to be done in the early hours, because we were restricted to 15mph all the way. It seemed to take forever and was probably the most tortuous and uncomfortable journey I have ever been on, partly because I had been paired up with Ken. This driver had many dubious claims to railway fame, but his worst crime was verbal assault on the ears – he rarely stopped talking, and there was no escape in the cab of an '08'.

Incidentally, since the Great Train Robbery in 1963, a signalling rule has been in place stating that if a postal train has been detained and there is no obvious reason for it, the signalman must phone the police immediately.

Ken was the only driver I ever heard about who managed to invoke this rule. He was working a postal train one night and was temporarily held at a red signal. After communicating with the signalman and returning to his cab, he unfortunately nodded off. He awoke to find a very large German Shepherd dog from the local constabulary licking his face!

■ **Next month: The perils of route learning.**

Digital Railway Photography: A Practical Guide

By Jeremy de Souza
Published by Fonthill Media
www.fonthillmedia.com128 pages, colour, 235x165mm, softback. £18.99

THE rise of digital photography, and the availability of good quality, low-cost equipment, means that it is now easier than ever to take quality photos. With that in mind, this useful guide goes through the basics to help get more out of photographing railways.

The book starts by going through the choice of equipment and some of the important features to look for in cameras and lenses. It moves on to look at shooting trains and some of the considerations specific to railway photography, such as framing, movement, mood, night shots and telling a story.

Then it goes through post-processing images to get the most from them – such as straightening, cropping and colour balance – before offering advice on backing up your collection and digitising a slide and negative collection.

The final chapter offers a gallery to showcase some of the techniques and advice discussed in the book.

While there is probably little for experienced photographers here, the book covers everything required for newcomers to get started in railway photography or for any remaining converts to digital cameras.

WCML Trent Valley Simulator

Published by Thomson Interactive.
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ALSO available, but not reviewed, is an add-on to Dovetail Games' Train Simulator software that covers the West Coast Main Line Trent Valley route between Daventry and Stafford.

The developer, Thomson Interactive, claims the add-on provides a step-change in route detail and quality – and the screenshot images given to *Rail Express* certainly do look photo-realistic. Users have the choice of driving a Class 350 EMU passenger train or a DRS Class 66/4 on an intermodal working.

The developer also says that, for the first time in a Train Simulator vehicle, it is now possible to move the camera position from the driver's seat through to the passenger compartment dynamically in the EMU.

As the product has not been reviewed by this magazine, readers are advised to seek out other users' opinions before buying. But there is no doubt that train simulators like these add a whole different dimension to rail enthusiasm.

Got something to review? Send any books, DVDs or other items to the editor at: *Rail Express*, Media Centre, Morton Way, Horncastle, Lincolnshire LN9 6JR

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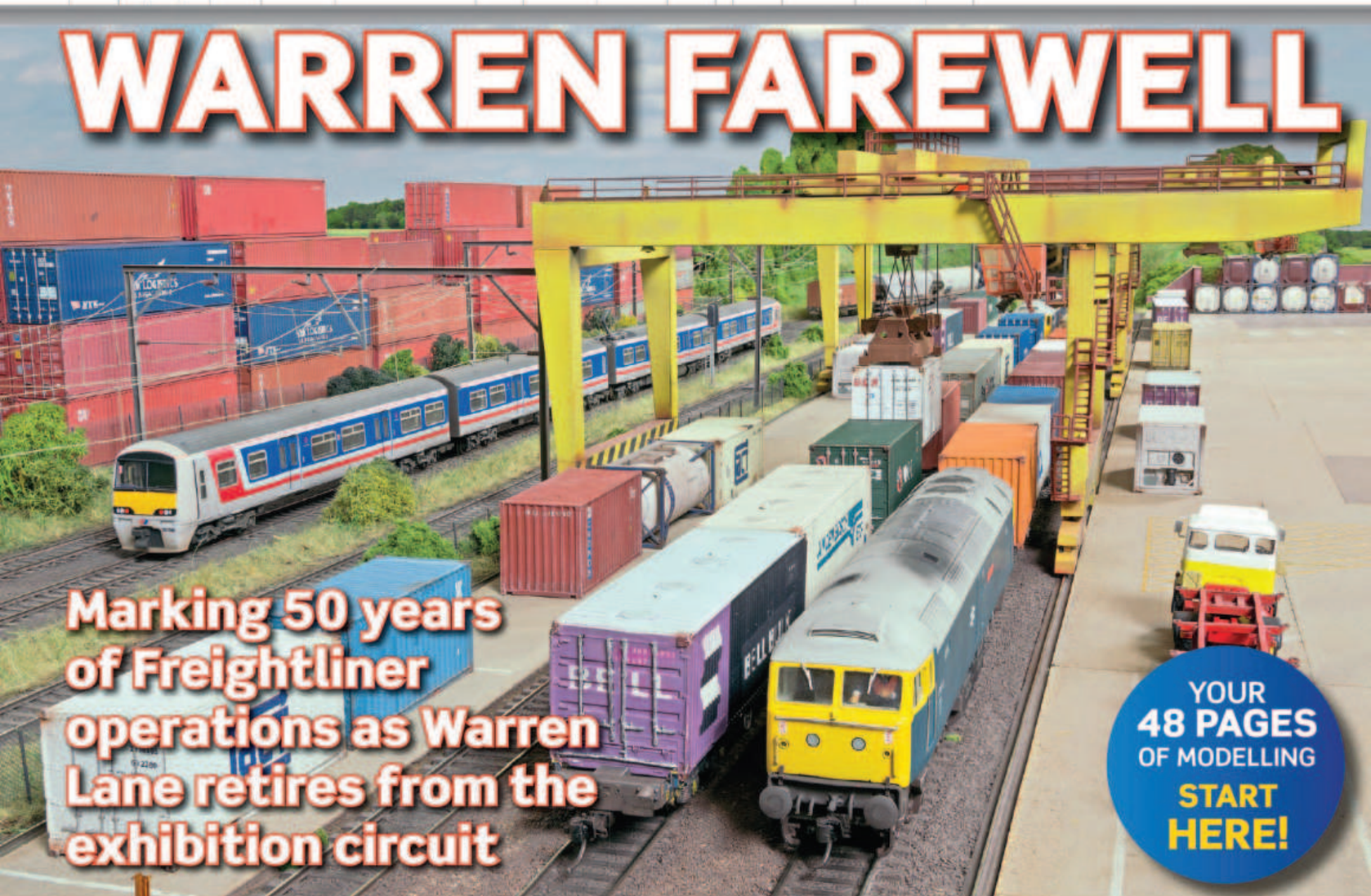

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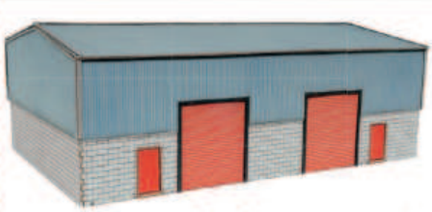

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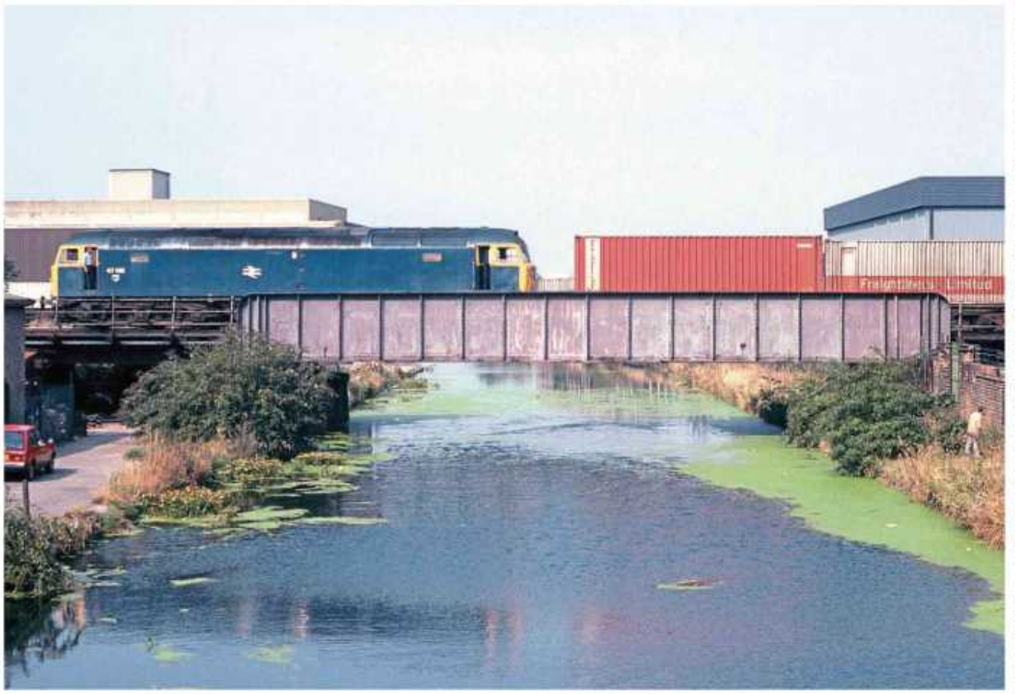

Left: November marks a significant anniversary for the Freightliner network as it is 50 years since the first revenue-earning service was inaugurated between London and Glasgow. To commemorate the occasion, this issue is themed around container trains, including a feature on Warren Lane and a look at the new Bachmann terminal crane model. For a long while, Freightliner relied on Class 47 motive power but on September 16, 1982, No. 47135 had let the side down. Left sitting astride the Lea Navigation at Hackney Wick, the Type 4 was awaiting assistance with its Willesden-bound train. Both leading containers are in different incarnations of Freightliner's house colours. 53A Models of Hull Collection (Garry Cartwright)

Below: Dapol's new Class 68 broke cover for the first time during October, making its debut at a Collectors' Club event. Shown undergoing testing, further pictures of the new release can be found overleaf. Dapol

7 Newsdesk: Latest developments
Dapol's new 4mm-scale Class 68 is pictured in depth for the first time while the Class 59 has also been announced in 'OO' by the company. New products have also been unveiled by Heljan and DJ Models.

12 Layout: Warren Lane
After six years on the circuit, Warren Lane is making its last exhibition appearance under its current ownership at Warley. Now operating in late 1980s condition, the container terminal layout is profiled.

22 Inspiration: East End Freightliners
With Warren Lane being set in the East London/Essex area, its current motive power roster is heavily Stratford orientated, this pictorial spread takes a look at such traction at work on Freightliners in the late 1980s.

26 Reviews: Scenecraft container crane
Continuing the Freightliner theme, Bachmann has released one of its most ambitious models yet in its 4mm scale Scenecraft range, this being a container crane based upon the pair that used to work at Southampton.

28 Inspiration: Container terminals
The new container crane is compact enough to effectively represent many a Freightliner terminal, particularly the earlier, less-expansive facilities. Some of these are quite modellable as this selection of images shows.

32 Reviews: 4Ground buildings
Laser-cut accessories and buildings are an area of the hobby that is rapidly expanding. A new entrant to the market is 4Ground, which has already released a wide range of structures, including a useful industrial unit.

34 Reviews: Locomotion HST
Unveiled in early November to coincide with the launch of the re-liveried First Great Western HST power car, Locomotion has sprung a major surprise with the release of its Remembrance-themed limited-edition.

37 Reviews: New 'Sprinter' DMUs
Now available from C&M Models is a limited-edition 2mm-scale ScotRail Class 156, while Hornby has also delivered a new DMU model in the form of a single-car Class 153 in First Great Western plain blue.

40 Reviews: Rolling roads
Rolling roads are very much in vogue at present for running in models and programming DCC chips. Wealistic Models is now importing the Zeller range in all three main scales with various options available.

41 Reviews: Farish & EFE
The Graham Farish Mk.1 coaches have at last received standard InterCity colours as carried by vehicles in the charter unit. There is also a look at EFE's new Bristol VRT bus that portrays a BR training vehicle.

Editor's comment

Simon Bendall

Rail Express Modeller Editor

As this issue went to press, the annual end of year splurge of new releases was beginning to occur with Heljan set to deliver both its headline-grabbing 'O' gauge Class 60 and the useful 'Catfish' and 'Dogfish' ballast wagons in quick succession. Both will be reviewed next issue along with all the news and latest model developments from the Warley show. Writing this with the knowledge of what some of the new announcements will be certainly suggests 2016 will be an interesting year.

As hinted at two months ago, the NEC event will also see the unveiling of the next *Rail Express* limited-edition locomotive. Bachmann has done an outstanding job of a difficult livery and the model has now been approved for production and delivery next year. Come along to stand A38 and see it for yourself!

EXPRESS RATING

A breakdown of our Express rating system

- ✓✓✓✓✓ good
- ✓✓✓✓✓ poor
- ✓✓✓✓✓ excellent
- ✓✓✓✓✓ average
- ✓✓✓✓✓ outstanding

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First look at Dapol's Vossloh Class 68

The manufacturer has received the first sample of the 'OO' gauge version of the eagerly awaited DRS loco.

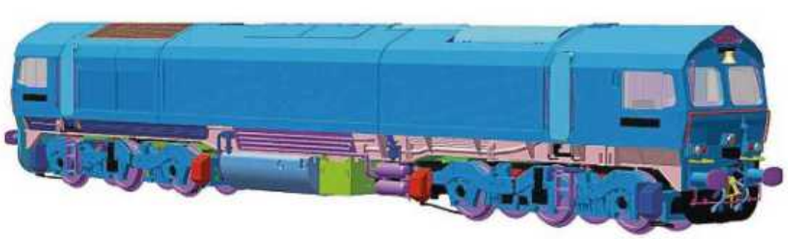
EXCLUSIVE

THE beginning of October saw Dapol publicly display its upcoming Class 68 for the first time, the initial engineering sample of the 4mm scale model being shown off at its annual collectors' club event. The company subsequently allowed *Rail Express Modeller* access to the pre-production model, enabling these views to be taken of what will be one of 2016's most important releases.

While this is not the time for a review, first impressions are highly favourable with the complex cab shape looking spot on and plenty of separate detail to admire, both in plastic and etched stainless steel. Dapol has confirmed that the moulded 'nameplates' present on this sample are a tooling error and they will not appear on the finished models, with etched nameplates instead being provided where appropriate. Further tweaks required include attention to the fit of the bodyside grilles and finish of the glazing, while Dapol has confirmed that the variations that already exist in the class, such as the larger size of fuel tank employed from No. 68006 onwards, will be catered for.

This sample was fitted with Dapol's DCC sound chip, the limited amount of running that was possible indicating that this has captured the distinctive engine noise of the Vossloh machines very well. Decorated samples of the model are due to reach the UK in time for Warley ahead of the Class 68 arriving in the shops in the spring. As reported last issue, there will be six initial models, two in DRS colours, two in ScotRail and two in Chiltern silver/grey, all with a RRP of £139.95.
www.dapol.co.uk

4mm Class 59 added to Dapol's range



THE Dapol Collectors' Club event also saw the manufacturer make a few announcements along with providing an update on the many models still in development.

Most notable is the news that the Class 59 will now appear in 'OO' gauge, this joining the already in progress 'N' gauge version. This is particularly welcome news for fans of the original General Motors Type 5s, who had begun to wonder whether the class would miss out on a modern rendering following the cancellation of the DJ Models project earlier in the year. Under development in secret for some time, CAD design work has been completed with tooling underway ahead of a mid-2016 release. All three sub-classes will be produced, the CAD image reproduced here being an amalgam of the various design differences and not representative of how the models will look.

One intriguing aspect is that the Class 59 will feature what is described as a 'diesel specific' smoke unit among all the other usual features. Launch liveries are the same as the 2mm model, which is due later in 2016. These are Yeoman's No. 59002 *Alan J Day*, No. 59104 *Village of Great Elm* in ARC colours, National Power's No. 59204 *Vale of Glamorgan* and DB Schenker red No. 59206 *John F. Yeoman Rail Pioneer*. An exclusive model for the Collectors' Club will be No. 59002 *Yeoman Enterprise*.

Still to come

Of the other 'OO gauge models, the Class 73s are now in production and expected around late November, with the first sample of the Great Western railcar also on its way. Among the wagons, the Freightliner HIA hoppers and DRS IDA 'Super Low' container flats are in tooling with the MJA box wagons and YCV 'Turbot' ballast wagon still in design.

Among the 2mm items, the Class 33 is tooled and awaiting livery samples, the Class 50 is in tooling with the recently announced prototype HST not far behind, and further samples of the much-delayed Class 142 'Pacer' are due soon. The long-awaited Mk.3 TGS has finally gone into production but wagons such as the HIA and MJA remain in design.

The 'O' gauge Class 08 has reached the pre-production stage while the HAA and HEA coal hoppers are to be tooled shortly. Finally, with the contact wires for the 4mm catenary masts now released, Dapol is working on a system of modular gantries and other associated OHL items, such as tensioners. *www.dapol.co.uk*

Heljan to revisit ‘O’ gauge Class 37/0

The Danish company has announced a second run of English Electric Type 3s, this time with centre headcodes.

OCTOBER saw Heljan provide an update on the state of play with its rapidly expanding ‘O’ gauge range, this including the news that the Class 37 is to receive a second run. This is somewhat notable as the manufacturer has previously proven reluctant to produce more than one variant of any of its diesel models in the larger scale.

However, with the previous split headcode version of the English Electric design now long sold out and amid considerable consumer demand for a new run, Heljan has confirmed that it will now produce the centre headcode box locos. As before, this will portray the Type 3s in as built condition with bufferbeam cowls in place, with the model also sporting all of the necessary alterations to the roof details.

Due to be released late next year, a RRP of £649 has been set. Liveries will be BR green with both half yellow and full yellow ends, BR standard blue and BR large logo blue. The latter is intended to portray No. 37183, which was the only centre box ‘37’ to receive this livery with its bufferbeam cowls still in place.

Super-sized ‘Rat’

The first pre-production sample of the Class 25 has now arrived in the UK for painting and assessment. Expected to be released in late 2016, the model portrays the initial Class 25/1 and Class 25/2 variant with cab front gangway doors and multiple bodyside grilles. Priced £625, standard releases will be BR green with yellow panels and two versions of BR blue with the arrows in different positions.

Next year will also see the release of the Class 42 ‘Warships’ around the middle of the year with the Brush Type 4 prototype No. D0280/1200 *Falcon* expected as early as January. The green light has also been given to the previously touted Class 45 with design work now in its early stages ahead of a 2017 release.

It has also been revealed that Heljan is considering producing a diesel depot kit in 7mm, which would be based on the servicing shed at Shirebrook. This is proposed to be a modular design to allow easy lengthening and would be a two-road design. *www.heljan.dk*

DIARY DATES

December 5-6

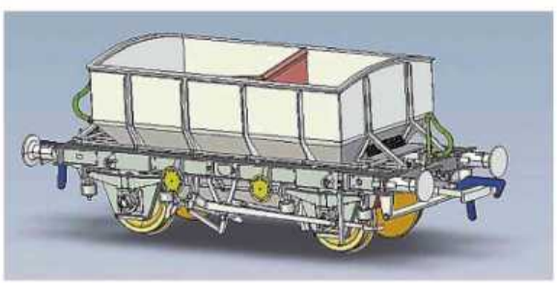
The Manchester Christmas Model Railway Show, The Barnes Wallis Building, Altringham Street, Manchester, Greater Manchester.
www.mmrs.co.uk
10am-5.30pm, 10am-4.30pm Sun. Adult £8, accompanied child free.
Layouts include Thorncliffe (OO) and Whiteacres (OO).

December 12-13

Railex North East 2015, The Quorum Business Park, Benton Lane, Newcastle upon Tyne, Tyne & Wear.
www.railexne.com
10am-5pm, 10am-4pm Sun. Adult £6, child £3, family £15.
Layouts include Just Four (N), Magram (N), Morpeth (N), Tanners Hill (N), Waton (N), Georgemas Junction (OO), Hazelbank (OO), Penna Lane TMD (OO), Rumbling Bridge (OO), Thistlemere (OO), Weslo Steels (EM), Apethorne Junction (O), Invergeachy (O) and Lochty Lane (O).

December 12-13

TMS – The Model Show, Poynton Leisure Centre, Yew Tree Lane, Poynton, Stockport, Cheshire.
www.themodelshow.co.uk
10am-5pm Sat, 10am-4.30 Sun. Adult £5.50, accompanied child (under 14) free, child aged 14-18 £3.50, family £15.
Layouts include Glasgow Queen Street (EM).



Ready-to-run Irish wagons unveiled

THE missing link in the emergence of the ready-to-run ‘OO’ gauge Irish railways market is set to be progressively filled with the debut of new company Irish Railway Models.

Created by several prominent Irish modellers, the aim of the venture is to produce high-quality freight stock that will complement the range of locomotives and coaches produced by Murphy Models.

The models will be produced in conjunction with DJ Models and will be fully up to today’s expectations for ready-to-run rolling stock. This includes NEM coupling pockets, separate plastic and metal details and removable loads. The models will also be designed to allow easy conversion to 21mm gauge for modellers who prefer to use scale Irish trackwork. All proceeds from the models will be ploughed back into the company to fund further releases with the firm’s four owners not making any money themselves.

The first release will be the ubiquitous and long-lived CIE/Irish Rail two-axle ballast and mineral hopper, which was built in batches between 1969 and 1977. With a prototype survey already undertaken earlier in the year, the model is now well advanced in the design process with a mid-2016 release planned. The wagons will be sold in packs of three via the company’s website *www.irishrailwaymodels.com*. Priced €110, 40% of the production run of 333 sets has already been pre-ordered. Packs can either be purchased outright or paid for in instalments.

If the model proves a success, the company next plans to tackle the iconic Irish Rail ‘bubble’ cement wagons while longer term plans include the possibility of producing locomotives.

C=Rail heads back to the 1980s once again

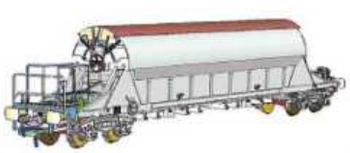
WITH its 1980s-design 20ft containers proving to be highly popular, C=Rail has now received the first tooling sample of the accompanying 40ft design.

Scheduled for release next year, minor alterations are first required to the doors, which will feature either a plain or ribbed design depending on the operator. Launch liveries are expected to be OCL and two Freightliner schemes. *www.c-rail-intermodal.co.uk*

Kernow receives latest ‘Clay Tiger’ designs

FURTHER progress has been made on Kernow Model Rail Centre’s much-delayed project to produce the PBA/JAA ‘Clay Tiger’ covered hoppers in ‘OO’ gauge.

Now being undertaken by DJ Models, further CAD files were received by the retailer during October, these having the vast majority of the small details in place. Further small tweaks are required to some of these features before tooling can get underway on the distinctive china clay carriers. *www.kernowmodelrailcentre.com*



JLTRT 7mm Southern vans make progress

JUST Like The Real Thing is making progress with its next set of ‘O’ gauge 12t van kits. These cover the distinctive Southern design, which lasted well into BR service.

Three body designs will cover the planked, unevenly planked and plywood variants, while the same number of underframes will take account of different brake designs. Price will be £40. *www.justliketherealthing.co.uk*

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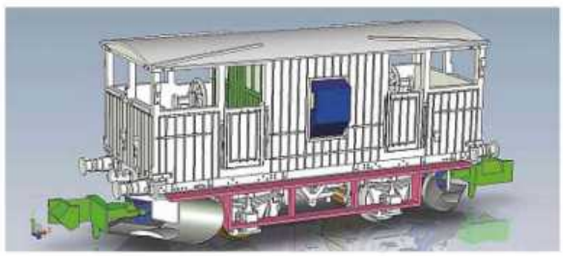
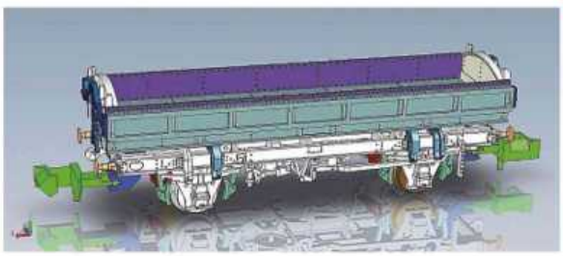




DJM announces 'N' gauge ballast wagons

A raft of new wagons are planned in 2mm scale as the manufacturer provides an update on previous unveiled new models.

THE range of ready-to-run 'N' gauge engineers' wagons is set to receive a boost following an announcement by DJ Models that it intends to produce three new types.

They will take the form of the YCV 'Turbot' bogie ballast open, ZJO/ZJV 'Mermaid' side tipper and ZUV 'Shark' ballast plough brake van. At the same time, the BEV Bogie Bolster E wagons will also be produced, given the commonality of parts with the 'Turbot' conversions.

First to be released will be the 'Mermaid', DJM stating this is already undergoing tooling ahead of a spring 2016 delivery. This should be followed later in the year by the 'Shark' and then the BEV and YCV, the latter pair currently undergoing CAD design. Both the ballast open wagons will be supplied with magnetic moulded ballast loads to allow simple loading and unloading.

The 'Mermaid' is promised to appear in both GWR and BR variants with liveries being BR black, Gulf red, olive green and engineers' grey/yellow. The RRP is quoted as £19.95 each with a selection of different running numbers planned for each colour along with further weathered and multi-pack versions.

The long-lived 'Shark' will appear in the same four colours with several different numbers, as well as EWS maroon and Loadhaul black/orange. Sporting the same RRP, ploughs without a coupling cut-out will be included in the accessory bag. Meanwhile, the 'Turbot' will appear in engineers' grey/yellow and EWS maroon with a price of £25.95, while liveries for the Bogie Bolster E are still to be confirmed.

Progress report

Of the previously announced projects, DJM reports that the 'N' gauge Class 17 and Class 23 are undergoing tooling with the 'Clayton' expected in the spring of next year and the 'Baby Deltic' sometime over the summer.

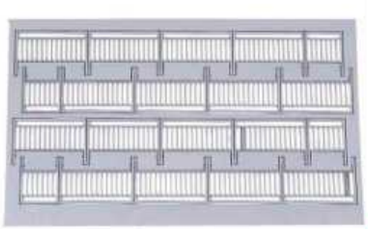
Illustrated last issue, a second amended sample of the 4mm scale Class 71 has been received while the Class 74 is in design but still a year from release. Meanwhile, the 'O' gauge Class 23 remains in the pending pile while it awaits funding. *www.djmodels.co.uk*

Laser-cut pedestrian railings released in 4mm

RECENT months have seen Model Railway Scenery create a new range of laser-cut accessories to supplement its range of high-quality card building kits.

Among the best sellers in 4mm scale have been two different styles of pedestrian railing, each pack containing four sections of laser-cut railing. These measure 118mm each and all consist of four long sections and one short section, allowing them to be cut to length as needed. Pre-finished in silver, only minimal cleaning up is required.

Pack LX044-OO (£4.99) is shown mounted on a section of Wills pavement. The railings can be fitted by drilling 0.9mm diameter holes in the pavement and then slightly rounding off the bottom of the railing posts, allowing them to push in place. Pack LX043-OO (£4.99) is shown below on its sprue and illustrates the top gap of this version. *www.modelrailwayscenery.com*



FTG Models plans more SPA wagons

WORKING in conjunction with DJ Models, FTG Models has announced a further run of its 'OO' gauge SPA open wagons.

This will take the form of a five-vehicle pack, all finished in Network Rail yellow. Painted around 2006, just these five wagons were re-liveried but saw little, if any, use in service.

Subsequently stored at Hoo Junction, they were later converted into snow ploughs for the Snow and Ice Treatment Trains. Set for release in December, only 220 sets will be produced with the price expected to be between £100-£105 including postage. *www.ftgmodels.co.uk*

More exclusive Dapol Class 73s from Olivia's

THREE additional Dapol Class 73s have been commissioned by Olivia's Trains for release in 2016, the limited editions again being exclusive to the Sheffield retailer.

This second batch of 'OO' gauge models encompasses No. 73128 in EW&S maroon and gold, No, 73212 in Network Rail yellow and No. 73107 *Spitfire* in the revised Fragonset black livery. All three are priced £140 each with other options including DCC fitted at £168 and DCC sound equipped at £261.

Meanwhile, the first trio of limited edition electro-diesels are due before the end of the year. Featuring the same price tags, these are No. 73141 *Charlotte* in First GBRf colours with white and magenta stripes, No. 73205 *Jeanette* in original GB Railfreight blue/orange and No. 73207 in the InterCity-derived Gatwick Express livery. *www.oliviastrains.com*

IN BRIEF

■ **FIVE of the painted Class 40 names that were applied in the early 1980s are now available from Fox Transfers. Covering locos that previously carried cast nameplates, the first to be released are Nos. 40020 *Franconia*, 40022 *Laconia*, 40023 *Lancastria*, 40029 *Saxonia* and 40035 *Apapa*. All depict the names with a red background along with the surrounding bolt heads. All five are available in 4mm (£3.20 each) and 7mm (£3.50 each). *www.fox-transfers.co.uk***

■ **ELECTRA Railway Graphics is now offering a set of 2mm scale vinyl overlays for the new Great Western Railway dark green HST set. Covering power cars Nos. 43187 and 43188 along with all eight repainted Mk.3 coaches, the complete set is priced £35. *www.electrarailwaygraphics.co.uk***

■ **NEWLY released by Southern Region Models and Ayjay Models is a 4mm scale kit for the Class 508 electric multiple units. In development for some time, the kit is largely resin in construction and includes one-piece bodyshells, underframe mouldings, interiors, bogie sideframes and nickel silver window frames. A four-car set depicting the type's as delivered form on the Southern Region is priced £275 with a three-car Merseyrail version costing £210. The Trailer Second car is also available separately at a cost of £70 for adding to a Bratchell kit or similar to create a Class 455/7. *www.southernregionmodels.co.uk***

■ **FURTHER 4mm scale transfer packs have been added to Railtec Models' range. These include the new Great Western Railway green livery for the Night Riviera Mk.3 sleeper stock (2475, £9.90), revised Colas Rail hard hat logos (2200, £5.90) and a specific pack for Class 60s with all the other required details (2193, £7.50), and a livery pack for Cotswold Rail Class 47s (2392, £6.90). Further Tinsley unofficial names have also been released, encompassing Nos. 45110 *Medusa*, 45141 *Zephyr* and 47008 *Peregrine* (£5.90 each). *www.railtec-models.com***

R3sprays tackles rebranded *Penelope*

THE range of Direct Rail Services transfers available from R3sprays has been expanded to include the special 20th anniversary vinyls given to No. 57307 *Lady Penelope* back in July.

Priced £10, the complex transfers are available in both 2mm and 4mm and must be applied to a loco that has been repainted with white bodysides between the cabs. Owing to copyright licences, the distinctive pink nameplates are not featured on the transfers. The company can also supply a 'OO' gauge Bachmann Class 57/3 fully repainted in the livery at a price of £220. *www.r3sprays.co.uk*

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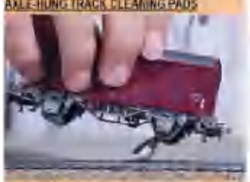

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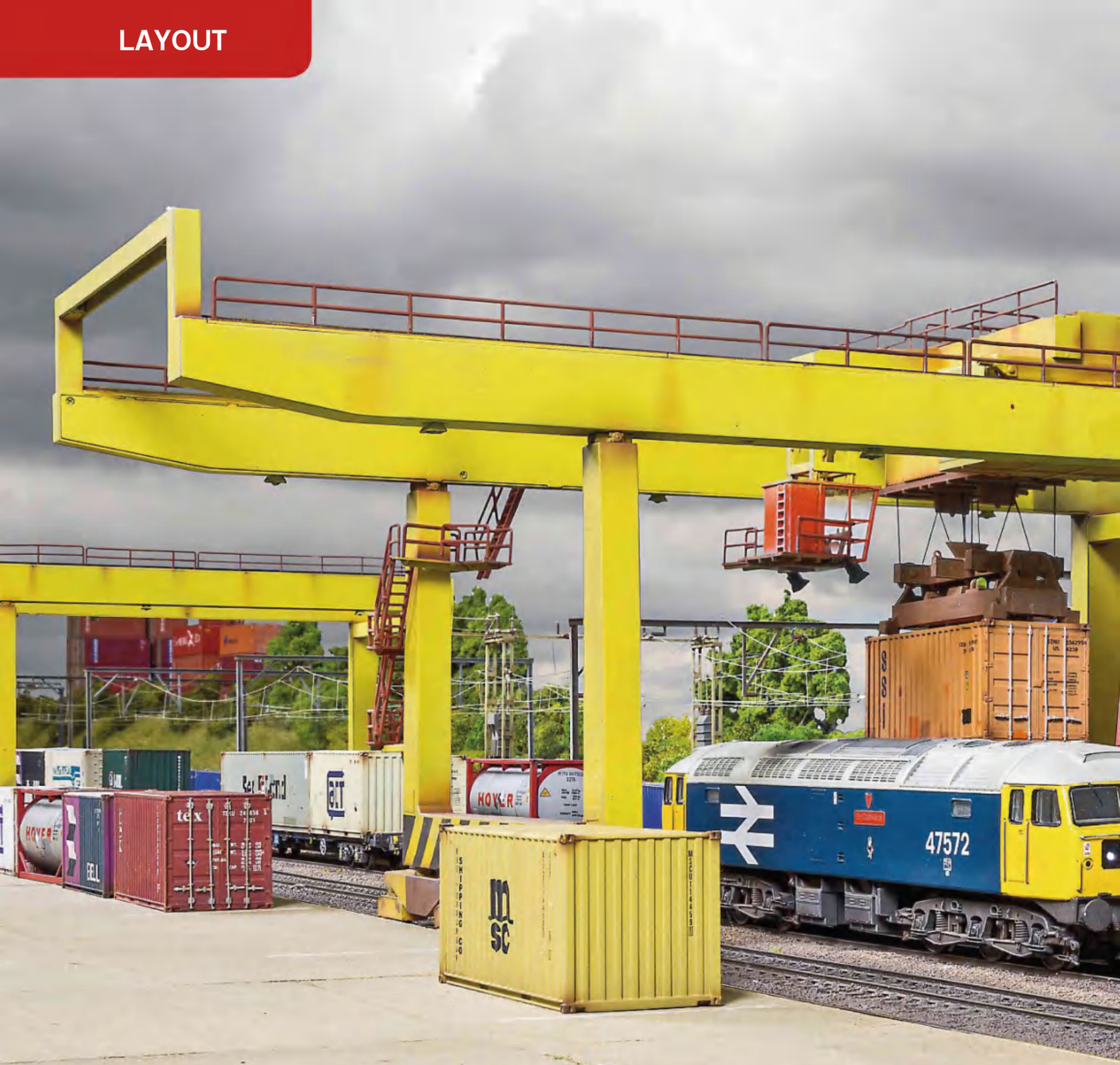


Warren Lane

The Warley National Model Railway Exhibition will see the popular Warren Lane make its last outing on the exhibition circuit in its current guise before passing to a new owner. The past year has seen the 'OO' gauge container terminal layout operate in backdated form, this seeing the late 1980s period portrayed as the corporate era gave way to Sectorisation in East Anglia. **Alan Bevan** and **Maggie Clark** describe the layout while **Matt Richardson** details the electrical side of things and how the many containers were modelled. Photography by **Tim Easter** with graphics by **Gareth Bayer**.

NYK LOGISTICS
NYK LINE
TRITON
County of Suffolk
BELL

The Railfreight Distribution pairing of Nos. 86633 *Wulfruna* and 87101 *Stephenson* prepare to leave the main line and enter the electrified reception road with a loaded Freightliner service. In tow are FLA 'lowliner' wagons, these being the original five-car sets which have been modified as best as possible from the more recent Freightliner versions as produced by Realtrack Models.

WARREN Lane was always going to be an exhibition layout, so to make it more interesting and a little different, the idea was to have a working container terminal with a main line beside it, in order to give lots of movement.

We started the project in February 2010 and, with the help of our friends Mick and Dan Lawrence, it debuted that August at the Mid Essex Model Railway Show. At this time, the layout was firmly set in the Privatisation era with an East London/Essex location around the year 2005.

For its debut, Warren Lane was just 12ft long with only a single 6ft fiddle yard. While the main lines were in place; they were essentially just two extra sidings with bufferstops! The container terminal was also in its infancy with just one of the working Heljan cranes in place but naturally repainted into Freightliner green and yellow. Motive power was largely restricted to the 'green team' as well with Class 57s and Class 66s much in evidence alongside the requisite Class 08s.

Adding play value

By April 2011, the layout had acquired a much-needed second Heljan crane but the main line was still just sidings. We had devised a quite smooth operating system where loaded intermodal trains would arrive hauled by a Class 86 or Class 90 into the reception siding, which would then be shunted into the terminal by the Class 08.

Once in the yard, the cranes would get to work unloading the containers. The empty wagons would then be loaded up and usually departed from the yard behind General Motors motive power. This constant cycle of arrivals/departures, shunting and crane movement make Warren Lane a very entertaining layout at exhibitions. Having a very good team of operators who do not take things too seriously but are still able to engage with the public helps!

During 2012, the layout suffered a bit of a disaster while preparing for Trainwest. I dropped one of the scenic boards and destroyed a large section of the catenary. While repairs were in progress, it was decided to replace all of the 25kV electrification with a style more prototypically found on the Great Eastern Main Line, which dates from the 1960s.

The lattice masts were all scratchbuilt from 0.4mm brass angle and wire, while 0.3mm brass 'I' section was employed for the plain gantries. The contact wire employed 0.4mm nickel silver with baseboard joints being dealt with by having lift-out wiring sections. This was my first serious attempt at scratchbuilding.

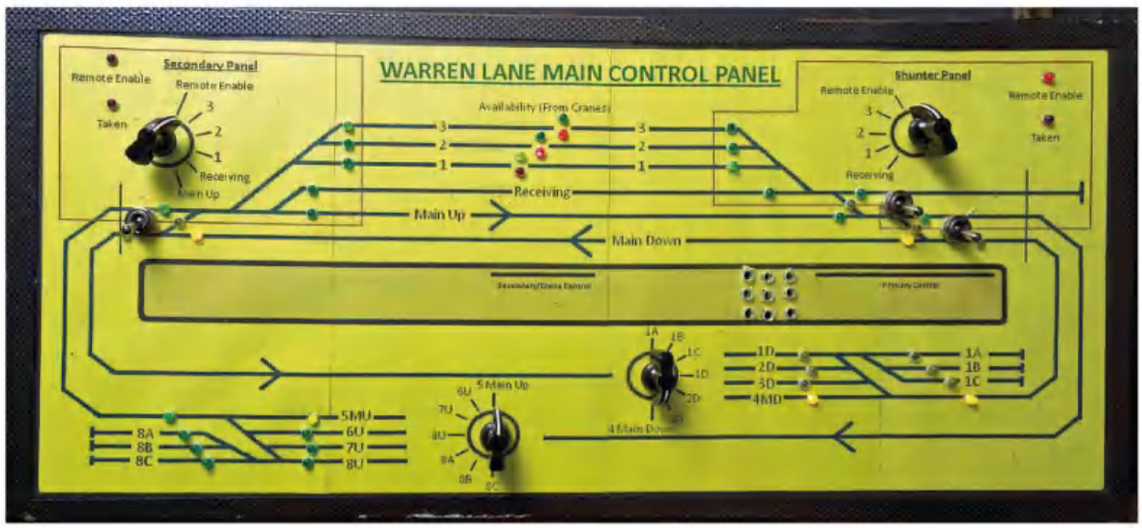
More expansion

Another upgrade in 2012 was the addition of a third scenic board, this making the layout 18ft long over the scenic section plus the 6ft fiddle yard. This allowed the container terminal sidings to become fully formed loops that joined back on to the main line, thus enabling trains to be run-round. The extra length also allowed the container cranes to be spaced further apart, which looked much better.

While the layout now had more capacity in the terminal, train size was still limited by the fiddle yard length. The main line was still just long sidings, although this gave us the opportunity to pose Mick Lawrence's scratchbuilt Rail Replacement Train on the Up line, which was very impressive.

The following year finally saw Warren Lane converted into a 'roundy-roundy' with a large fiddle yard at the back and the main lines working as they should. Unfortunately, this did not last long – only three shows – as we could not fit it into the back of a Transit and storage had become an issue. So, for 2014, the layout went back to the end-to-end format, which to be honest worked really well; most people watch the cranes in the middle of the layout and never look at the ends!

The layout was still running with a mixture of Freightliner, GB Railfreight and Colas motive power at this time. We also had Matt Richardson's upgraded control panel with a separate satellite control position at the front of the layout, this allowing co-owner Maggie to do what she does best, shunt and interact with the public.



Right: The complex control panel for Warren Lane. At the bottom are the currently redundant fiddle yard controls while the different sections for the container terminal can be seen at the top along with the switches that pass control to the local panels.

Stratford days recalled

The storage of the layout had been an issue for some time so it was decided that 2015 would be Warren Lane's last year on the circuit before moving it on to a new home. To make it a special year, the decision was taken to backdate the layout to the 1988-90 period, which is a particular favourite, and to give it a Stratford theme.

So, it was out with all of the Freightliner traction with replacements coming in the form of double-headed Class 37s in Railfreight Distribution triple grey and variants of BR blue, along with Stratford grey-roofed Class 47s, to give it a real EastEnder's theme.

Of course, the many containers also had to be backdated. Some 85% of the non-static containers were replaced with earlier ribbed boxes and many others were re-liveried. Out went liveries such as Maersk and China Shipping to be replaced with OCL, ACT and Ben Ellerman.

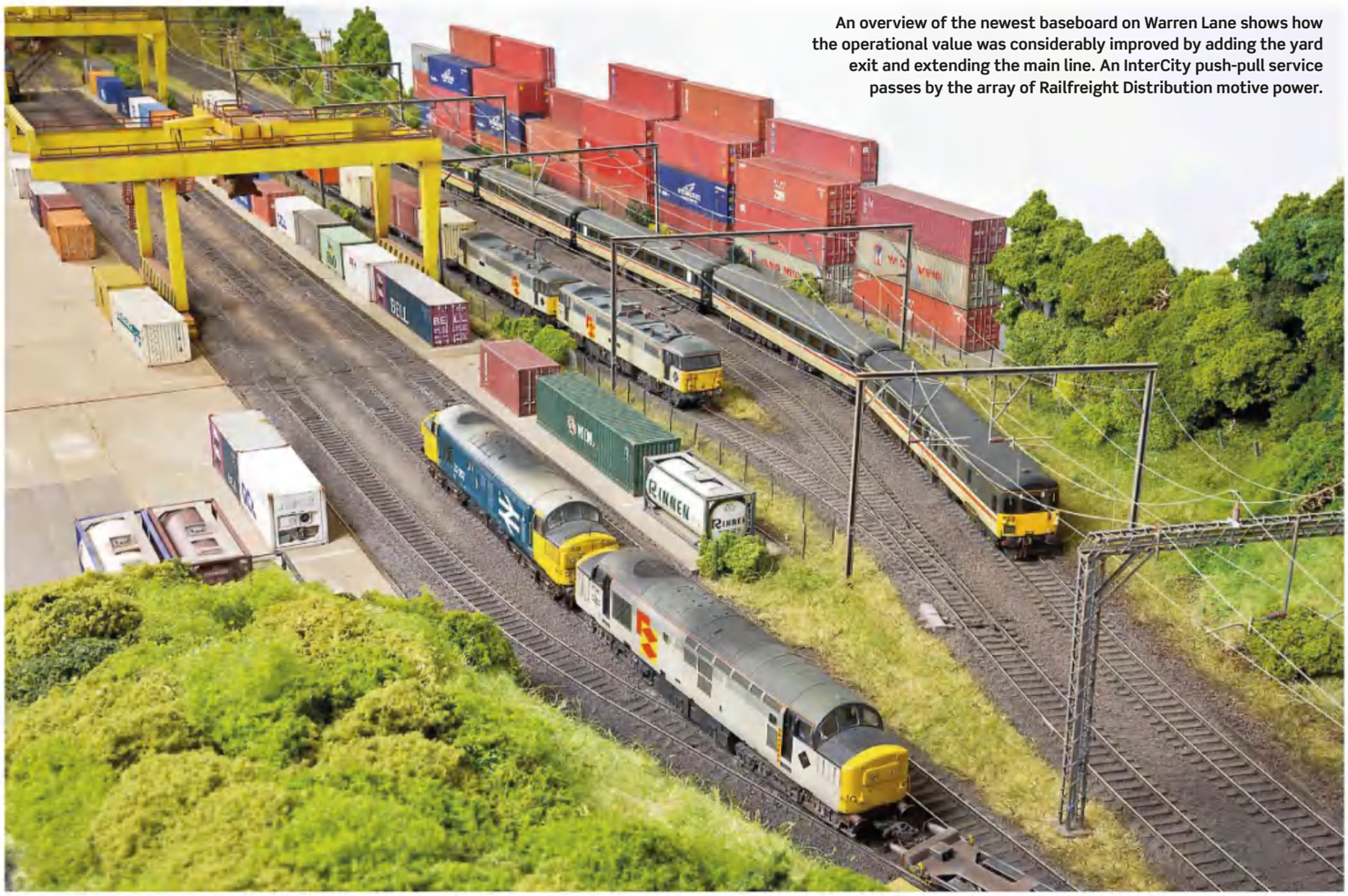
The main line was also reinstated to full use with the addition of another seven-road sector plate at the south end of the layout. This allows us to run such delights as Liverpool Street-Norwich expresses with Class 86s and Mk.2 push-pull sets along with local services using Network SouthEast EMUs. Even though Warley is the layout's last outing for now, jobs to be done by then included replacing the modern skeleton road trailers and adding yet more containers!

Making it work

The rat's nest of wiring that is the control panel was built for the few brief shows that Warren Lane was in its continuous run form. The idea was to keep the point controls as idiot-proof as possible to avoid the risk of accidentally shorting out the DCC bus during shows. On this front it was mostly a success; operators really had to go the extra mile to find a way of shorting the layout! Enough functionality was built into the panel to enable it to still be used at shows where the layout needed to be in end-to-end format as well.

From an operations point of view, the layout is split into four areas: up and down full-round fiddle yards (both now redundant), the shunting end of the container terminal and the secondary end of the yard. Rotary switches select which track off the point ladders the operator wants to drive a train to, and ›

The straddle carrier attracts considerable attention in the container terminal. An outstanding piece of modelling by Mick Lawrence, it is based on photographs taken at Southampton and is entirely scratchbuilt from plastic. The odd-coloured wheel hubs are based on these images while the wheels themselves are from the Lego range!



An overview of the newest baseboard on Warren Lane shows how the operational value was considerably improved by adding the yard exit and extending the main line. An InterCity push-pull service passes by the array of Railfreight Distribution motive power.

toggle switches operate the main line crossovers to access the yard.

There is also a remote control facility from the main panel for the shunter and secondary ends to allow them to be controlled from alternative locations. The most obvious of these is what is known as 'The Maggie Panel', which is built into the fascia on the front of the layout for Maggie to use while shunting from the front. These remote panels are only live when the corresponding rotary switch on the main control panel is set to 'remote', so if there is no operator at the front of the layout and little fingers think 'I wonder what this switch does?' it has no effect on the operation of the layout!

Avoiding incidents

Another built-in safety feature was that when set to 'remote', the corresponding main line crossovers at that particular end of the container yard locked themselves in the normal position, so there was no risk of an operator trying to run a train into the terminal while shunting was occurring. For this last year with the layout solely working as end-to-end, parts of this system have been disabled so main line trains can use the scenic crossovers to get on to the correct fiddle-yard tracks and still allow shunting to take place.

The 'secondary' remote panel has seen little use in practice, it was more useful when the layout was working end to end with only one fiddle yard. Its rotary switch is built into a little panel for the crane operator that also has three toggle switches to help the crane operator send signals to the train operators to let them know which container train they are currently loading/unloading in an attempt to avoid any accidental damage to the cranes. In practice, these signals are ignored; I should have interlocked them to the point controls!

Creating bespoke boxes

One of the frequently asked questions is where we get some of our unique and realistic model container liveries from. A couple of years ago, we were discussing container logos and liveries that had yet to be produced commercially and I made the mistake of saying "I might be able to make those".

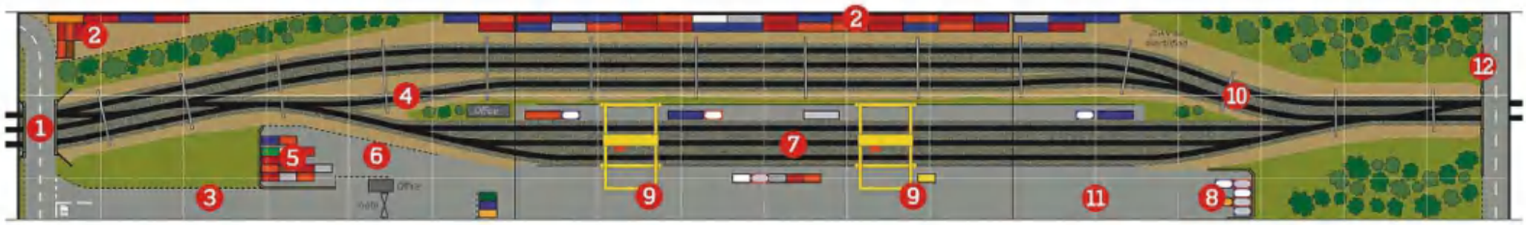
In my place of work at the time, we had a relatively good colour laser printer and I had just discovered 'Crafty Computer Paper', this being A4 sheets of waterslide transfer paper for laser and inkjet printers in either a clear or white format. Throwing caution to the wind, I ordered 10 sheets of each and it all escalated from there.

The process for creating the decals uses very basic programmes – no Photoshop here! The first ones created were 'Dong Fang' and 'Transamerica Leasing' using images of the prototype containers found online.

For 'Dong Fang', I opened a Word document and went through every single font option until I found the one that matched the company's style. All of the letters were typed out using as close a possible colour to the colour match available. These were then copied into a Microsoft Paint image along with a picture of the real thing, with the letters lined up using the image as a guide. The dolphin logo was then created from an image found online, which was imported to Paint and cleaned up one pixel at a time to make it as crisp and un-weathered as possible. Fortunately, the dolphin picture I found scaled very closely to the lettering I had already created.

The next step was to figure out a way to scale the decals correctly when they were printed. To do this, I took screen shots of the ruler that comes with the Peco point templates that are available as free downloads. The ruler picture was then pasted into a Microsoft Powerpoint presentation slide, where it is very easy to change the size of pictures. Many rulers were added to the slide at different scales.

Having finished loading No. 37057's train, the terminal staff enjoy a brew and the fine weather. The attention paid to the small details helps bring the layout to life, including the bollards of various sizes and the signage. At this stage in its career, the Type 3 had still to gain its popular Tinsley painted name of *Viking*.



DANGER OVERHEAD LIVE WIRES

1 Road overbridge
2 Stacked containers
3 Access road
4 Electrified siding
5 20ft container storage
6 Container straddle carrier
7 Loading/unloading roads
8 Tank container storage
9 Container crane
10 Main line
11 Hard standing
12 Road overbridge

Railfreight Distribution
Freightliner Terminal
Warren Lane

No Unauthorised Entry

This was then printed off and, with a real ruler, I worked out which scale was correct. All of the wrong scale rulers were then deleted from the Powerpoint slide and the correct one added to the side and bottom of the slide. The now very large 'Dong Fang' lettering and logo were copied into Powerpoint and re-sized to scale using the rulers.

The 'Transamerica' decals were created using a similar method of neatening up an existing picture. When enough different decals had been done to fill an entire A4 sheet, a test print on normal paper was carried out and the decals offered up to the model containers to check the size was correct. With everything looking good, a sheet of the white transfer paper went in and the first transfers were made.

Overcoming issues

With the transfer process working so well, the range of logos that I have created is now quite large but it has not been without issues. A very important point to note is that printers create their colours working on the assumption that you are printing on to white paper. This also applies to the colour of surface the transfers will be added to, for example it is not possible to print a light colour logo and add it to a dark-coloured container and have it show up.

The 'CAST' containers we created before the C=Rail release are a case in point, they had to be printed on white with a blue surround then the paint for the container colour matched to the transfer. Further solutions to these issues have been found but would be better covered in a more in-depth article. Inkjet transfer paper does not work well for containers as the need to add a sealing agent before they can be immersed in water makes them too stiff to mould over the ribbed sides.

Warren Lane employs containers from a range of sources, including C=Rail, Dapol, Bachmann, Hornby and 3D prints from Wild Boar Models. These are painted by Alan in appropriate ›

The Heljan container cranes are the centrepiece of the layout and attract much attention at exhibitions. Employing DCC control, they are fully functional and capable of loading or unloading a train in short order using magnets. However, they are fragile and temperamental with care needed to ensure that a train is not moved while lifting is occurring.

Recalling the days of double-headed Class 37s on Freightliners, Nos. 37057 and 37047 await departure from Warren Lane with a train of mostly ACT and CAST containers. The alternating white and blue liveries of the boxes is no accident as it can get tedious just moving random containers so games are played to help keep crane operators entertained for long periods of time.

WARREN LANE ‘AT A GLANCE’

OO GAUGE 4mm:1ft

Region/period: East London/Essex, 1988-90

Layout size: 18ft long by 2ft 6in, two 6ft fiddle yards.

- **Description:** Container terminal with working cranes and passing two-track main line.
- **Control:** Lenz DCC.

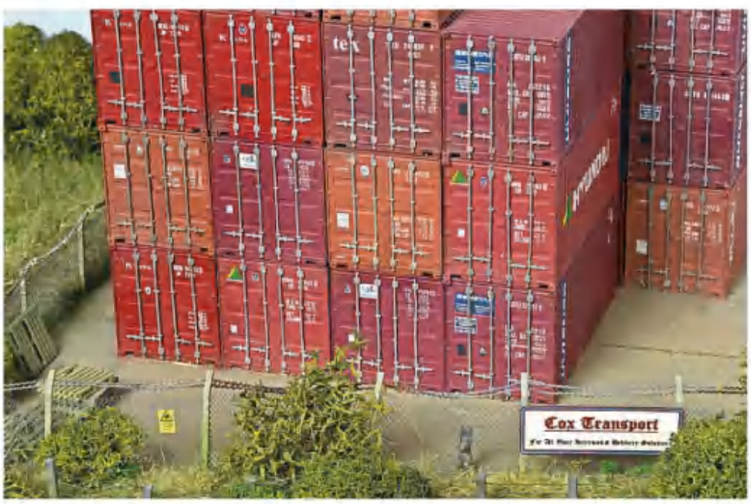
colours before Dullcote varnish is applied and the transfers added. More Dullcote is applied to seal the printed transfers and then container numbers and other small details are added from the C=Rail transfer sheets. A third layer of varnish follows before weathering is then applied.

Important weathering points are to apply rust to all the ISO mounting points and to remember that, unlike train weathering which is dirtier at the bottom, containers are dirty all over. Patches of slightly different shades can also be added to represent repairs.

As a final note, studying the finer details of logos can create design issues. On the 'Ben Ellerman' containers, if you look closely, the lettering is not evenly spaced. It is like this on the prototypes but trying to reflect this in model form creates transfers that just do not look right. The result is worth all the mental anguish though, once Alan has finished his magic with the airbrush.

Stratford's No. 08417 is busily engaged in manoeuvring a set of empty FLA 'lowliners' between roads in the terminal, it requiring the use of the headshunt for this. The catenary is all scratchbuilt and is based on that found on the Great Eastern. The picture is taken from beneath the road bridge with the fiddle yard removed.

One of the container cranes busies itself loading CAST containers on to KFA container flats. These containers are a mix of C=Rail and home-made efforts, the latter dating from 2013 before the mass-produced version was released. Such is the standard of finishing, that it is very difficult to tell which is which.



One of the container parks is operated by the fictitious company of Cox Transport, the signage being home-made. Proving that railway modelling does not always have to be serious, a giant rabbit can be seen peering through the fence!

THE END, FOR NOW

Warren Lane has been on the road for six years and in that time we have covered more than 10,000 miles, going to shows from just down the road in Essex to Perth in Scotland, and abroad. We have attended numerous exhibitions at so many different venues, from school halls to Alexandra Palace, and stayed at some great hotels and some not so good (bed bugs still exist!). What is common to them all is the people we have met and from the very first show, we have been overwhelmed by your kind comments. Thank you so much and I hope we have entertained you.

Left: InterCity's No. 86213 *Lancashire Witch* powers past the container stacks with a Norwich-Liverpool Street service. In the foreground, the access road to the container terminal can be glimpsed.

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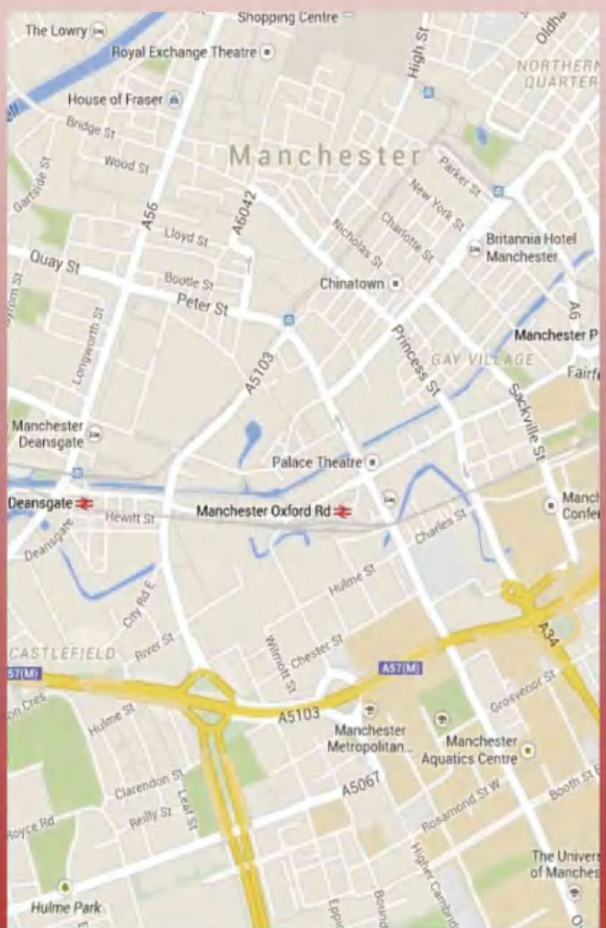

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Freightliners in the East End

The second half of the 1980s was a colourful one for Freightliner trains, both in terms of motive power and containers. While BR's corporate image fell away in favour of the Railfreight sub-sector scheme, the boxes were becoming more distinctive, even if they still often lacked the prominent shipping company logos that would come to the fore in the next decade. Illustrating this period is a selection of views of Freightliners traversing the East End of London, these giving a flavour of the workings that are portrayed on Warren Lane.

Left: Still sporting its Stratford grey roof, No. 47009 nears the end of its journey on September 7, 1988, as it rolls past the Isis Link depot at Ripple Lane with the 4L56 02.17 Leeds-Tilbury service. Although the FFA/FGA flats are carrying 20ft containers in a variety of liveries, the only branding that stands out is OCL in both white and blue versions. Immediately behind the loco is a refrigerated OCL box while several designs of 20ft tanktainer are also evident. All photos 53A Models of Hull Collection (Garry Cartwright)

Below: A pair of Stratford-based Class 37s are seen powering past Romford station on September 29, 1988, with a colourful 4M81/10.22 Felixstowe South-Garston service. Both locos are notable as No. 37074 sports centre headcode boxes following repairs to collision damage many years earlier while No. 37358 *P&O Containers* carries the short-lived attempt at giving Freightliner-allocated locomotives their own identity. Derived from Large Logo blue, just Nos. 37203 and 37358 would receive it with only the latter carrying the 'Freightliner Intermodal' branding on its cabsides.

Above: The early afternoon of November 1, 1988, found the Stratford-allocated pair of Nos. 37100 and 37238 picking their way past Dagenham Dock, having recently departed Tilbury with the 4M74/13.58 service bound for Garston (Liverpool). Evidence of Dagenham's automotive industry can be seen on both sides of the train with loaded cartics on the right and a car loading ramp behind the leading Type 3. No. 37100 had already attained oddball status by this date, having lost its split headcode boxes at one end following accident damage repairs along with its boiler water tank.

Above: The industrial backdrop provides plenty of modelling inspiration as No. 47096 rumbles along the London, Tilbury & Southend route at West Thurrock on February 7, 1989. Within just a few hundred metres, there is a scrap yard, container stacks and lorry trailer park, all perfect for filling that awkward corner on a layout. The working is once again the 4L56/02.17 Leeds-Tilbury.

Right: By February 7, 1989, No. 37047 had undergone an overhaul at Laira and emerged in Railfreight Distribution colours. Giving a taste of how Freightliner trains would look in the early 1990s, it is led by Large Logo-liveried No. 37004 as the duo head through West Thurrock with the 4M74/13.58 Tilbury-Garston.

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00 GAUGE 4mm:1ft

1960s-2010s ERA

EXPRESS RATING

Scenecraft receives a big lift

Newly released by Bachmann is one of its most ambitious Scenecraft items yet, in the form of a container terminal crane.

The assembled Scenecraft container crane in all its considerable bulk.

BACHMANN'S 4mm scale Scenecraft range has developed very nicely over the past few years, delivering a plethora of buildings and other structures that are far removed from the twee houses and shops that are the usual constituents of such a collection. Some items, such as depot buildings, have been so well received that second production runs have been required, while some models can have layouts built around them.

This latest release certainly qualifies for the latter point, it being a model of a container crane from a Freightliner terminal (44-0009). One of the most ambitious items yet seen in the Scenecraft range, it is also one of the most expensive, carrying a recommended retail price of a few pence under £170. However, for that, you do get quite a lot of model.

Packaged in a sizeable box, the model comes in 14 parts, as illustrated here. The main superstructure is supplied as a one-piece resin casting, which, like the rest of the parts, is ready finished in yellow and also weathered to a reasonably effective degree. The top surfaces are nicely grubby but the patchy airbrush bursts down the vertical supports are less effective.

Supplied with two sheets of illustrated instructions, assembly is perfectly straightforward and requires the use of either super glue or a two-part epoxy glue. The first job is to add the power cable support casting to the top of the main structure, followed by the four feet. On the real thing, these feet would run on rails to allow the crane to traverse the length of a Freightliner train, but here they are moulded solid. While it might have been an idea to have produced a suitable scenic base for the model, it is easy enough to create a concrete apron and running rails, as Bachmann's advert on page M2 of the last issue shows.

The traversing winch unit is another sizeable casting, to which the container lifting apparatus and operator's cabin need to be suspended. Finally, there are four plastic ladders to glue in position to link the various components. The end result is certainly impressive but, as is often the case with ready-to-plant structures, there is plenty of scope for customisation for those who wish to go further. This includes adding further small details, such as lights and electrical boxes, along with lettering, warning stripes and the like.

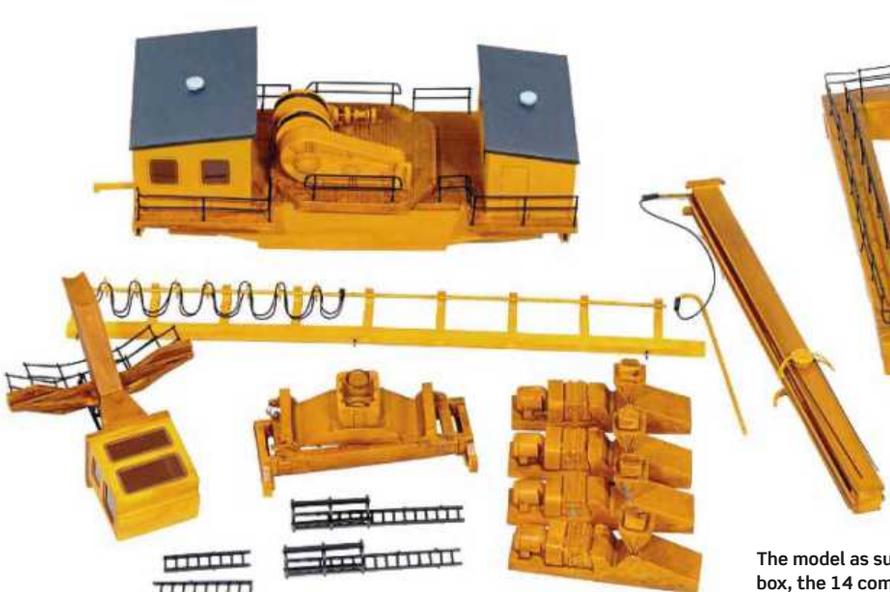
Real life inspiration

A comparison with photos shows that the Bachmann model is based on the pair of containers cranes that once operated at Southampton Maritime. Built by Stothert & Pitt, these cranes were installed from the terminal's opening in 1972 and remained in use until 2012 when they were replaced by giant Liebherr skeletal cranes. While the real things spanned four tracks and some hard standing for containers, the model is more modest in its size. It can easily accommodate two tracks with plenty of room, while three lines are possible but only with minimal clearance between them.

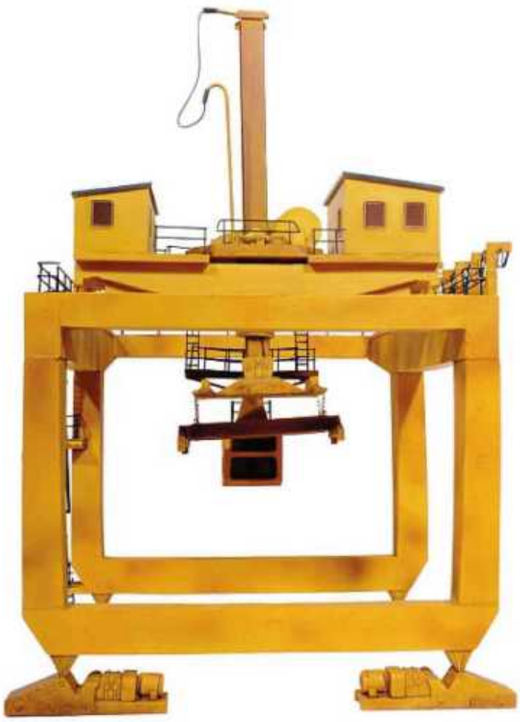
The dimensions of the main superstructure are 220mm long by 262mm wide over the top section. Overall height to the top of the container lifting arm is some 340mm. As would be expected given its construction and price, the model is purely static in nature, unlike Heljan's considerably more expensive and long-discontinued DCC-controlled crane. The potential is there to motorise it but it would take some effort.

The Scenecraft model is poseable to some degree in that the traversing section can be placed anywhere along its runners as the construction does not require it to be glued in position. However, this does mean that the arm that extends out to one side will no longer align with the moulded power cable run, while care also needs to be taken with the access ladder so that it does not foul the delicate wire railings.

Similarly, the container lifting



The model as supplied out of the box, the 14 components being straightforward to put together.



A side and end view of the crane, giving a good impression of its size and the detail incorporated. The rather patchy weathering on the vertical supports can also be seen.

The access ladder is nicely executed if a bit chunky in its appearance. All but the lowest section nearest the ground comes pre-fitted.

apparatus is largely intended to stay in one position, but it could be modified by repositioning the curved supports that hold it in place. The container lifting beam is suspended from its mounting by small lengths of metal chain, although on the sample examined, these chains were slightly different lengths at the two ends, meaning the beam did not sit quite level.

Given the model's relative size, it would be perfect for one of the smaller container terminals that were created when the Freightliner network was first established in the 1960s, rather than today's mammoth coastal facilities. While many of the former have now closed, there are still a handful of relatively compact sites to provide inspiration with a few ideas being presented overleaf. Although the model is undoubtedly expensive, the crane offers a lot of potential as a starting point for a model of a Freightliner terminal.

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The operator's cabin and its access route from the top of the crane is an impressive aspect of the model, certainly by mass produced standards. The container lifting assembly is more run of the mill in its execution, not helped by the different lengths of chain preventing it from sitting level.

The top of the crane sports some nice detail, such as the coiled cable run and winch detail. The curved supports that hold the lifting arm at a set height can be seen next to the winch equipment.

C=Rail releases colourful Freightliner boxes

THREE more liveries have now been released on C=Rail's recently tooled 1980s-style 20ft box container. All depict various incarnations of Freightliner's official livery, the operation going through several different schemes in short order during the decade.

The most well-known is the red and white triangle combination that was introduced from around 1979 and quickly became quite prevalent in the early years of the next decade, operating alongside the original mid-grey with red band livery. In contrast, the all-red finish with vertical logo panel is less-well remembered, this appearing from 1986. Lastly, the red and yellow triangle livery debuted at the end of the 1980s, this being designed to complement the colours of the Railfreight Distribution sub-sector, which provided traction for Freightliner trains.

As the colourful shipping line liveries came to prominence in the 1990s, Freightliner's own boxes began to fade from view, but examples could still be seen sporadically in subsequent years. Even today, they can occasionally be found, particularly as grounded stores. As usual for C=Rail, the containers are superbly finished with excellent colours and printing of the small details. Each container is priced £7.50, the small increase in price over other 20ft boxes being due to the cost of obtaining a licence from Freightliner. ***Reviews by Simon Bendall***

C=Rail Intermodal, Morven, Roome Bay, Crail, Fife, KY10 3TR.
Web: *www.c-rail-intermodal.co.uk*

00 GAUGE 4mm:1ft

1980s-2000s ERA

EXPRESS RATING

Container terminals through the years

To accompany the release of the Bachmann container crane, a smattering of Freightliner terminals are pictured here to give a flavour of how different layout types could be constructed around the model.

The Freightliner terminal at Southampton Millbrook forms the backdrop as No. 50001 *Dreadnought* powers past with a Network SouthEast service from London Waterloo on March 22, 1988. The south coast terminal is rather important in the history of the Freightliner network as it was the first to be opened for maritime traffic in January 1968. Two Herbert Morris-built cranes were provided, the second just creeping into view on the right-hand side. Unlike most terminals, it was built adjacent to a residential area while the largely anonymous look of many containers in the 1980s is evident. John Dedman

A closer look at the other end of the Millbrook site shows Freightliner's No. 66558 resting between duties on October 13, 2011. The compact nature of the terminal is evident with just four tracks sandwiched between the running lines and road, only three of which run beneath the crane. The original Morris cranes remain in situ as well, by now repainted in Freightliner's corporate colours. Just visible above the GM is a stack of FSA/FTA container flats, these being stored out of the way and minus their bogies. Martyn Read

A well-stocked Southampton Maritime is the location for this view of No. 08830 hard at work marshalling FFA/FGA wagons on October 21, 1988. The city's second Freightliner terminal was opened in July 1972 and the Stothert & Pitt cranes that form the inspiration for Bachmann's model are on show, these featuring white on red company branding. Notably, the vast majority of containers are 20ft types, which are catered for in 4mm scale by C=Rail's recently released models. Now one of the busiest container yards in the country, a good view is afforded by the road bridge that runs across the end. John Dedman

Cardiff's Pengam terminal lies silent for the weekend as a pair of 'Cromptons', No. 33005 and 33045, rumble by with a Portsmouth Harbour-Cardiff Central working on July 6, 1985. More expansive than Millbrook, it was opened in 1967 but still featured a limited number of roads beneath the Morris cranes. The array of lorry cabs parked up on the right awaiting the working week is notable, all of them carrying the still relatively new red and white Freightliner colours and including Leyland and Volvo types. Pengam closed in February 2001 upon the opening of the new terminal at Wentloog and the site is today largely a housing development. Antony Guppy

The terminal at Dudley was the first to be built to serve the Birmingham area, it opening in November 1967 and quickly proved to be a success. However, the industrial decline of the West Midlands by the early 1980s meant that there was over-provision in the area, given that Lawley Street had also opened in 1969. One of the two facilities therefore had to go so, on August 19, 1986, just a month before closure, Nos. 31412 and 47228 stand beneath the Morris cranes at Dudley. The Type 2 was waiting to trip loaded container wagons to Lawley Street for onward movement while No. 47228 would later take out a service to Glasgow.
Rail Photoprints/Brian Robbins

A rather basic security point by today's standards, blocks the entrance to the Freightliner terminal at Beeston, on the outskirts of Nottingham. Taken on July 10, 1978, No. 45117 was awaiting departure time with the 4S86 service to Coatbridge, Glasgow. While the Volvo lorry near the barrier already carries the white and red Freightliner livery, the identifiable containers still sport the original mid-grey and red band colours. Opened in 1969, Beeston did not fare well against competition from the motorways and closed just 17 years later. David J. Hayes

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EVERYTHING IN THE SHOP TO TURN A TRAIN SET INTO A MODEL RAILWAY

00 GAUGE 4mm:1ft | 1980s-2010s ERA | EXPRESS RATING

4Ground debuts with industrial unit

A new name in the railway modelling world, the company has released a number of 4mm scale laser-cut structures.

The amount of parts contained within the box is extensive, all of the laser-cut components being illustrated here. Not shown are the rubber bands and clothes pegs included to help with assembly.

NOW available are the first models in what is planned to become an extensive range of 4mm scale laser-cut buildings and structures, these covering both railway subjects and suitable prototypes from the other side of the boundary fence under a 'Trackside & Waterways' brand.

The kits are the work of 4Ground, which will be a new name for many railway modellers but not for anyone with a knowledge of the war-gaming hobby, where the company has been providing building kits in different scales for some time.

The kits are all designed and manufactured in house using 4Ground's array of laser-cutting machines and are made from high density wood fibreboard and sheets of material known as laser board. Where required, the parts are pre-painted using the company's own paints, meaning that all the purchaser has to do is assemble the kit.

One of the first releases is this interesting industrial unit, which is marketed under the name 'K. Roberts Welding & Fabrication' (00-IE-102) but in reality is generic enough to pass for any manner of light industry just by changing the signage. Indeed some alternatives, such as a garage, are included in the kit.

Getting started

Out of the box, the kit consists of an array of laser-cut parts for the basic superstructure, all cut from 2mm thick fibreboard, and decorative cladding parts, these cut from 0.8mm thick material. The latter parts are all pre-finished in different colours meaning that painting of the finished structure is not required. The laser-cutting technique has also been used to give texture to these parts, a good example of this being the bonding of the blocks for the lower parts of the walls.

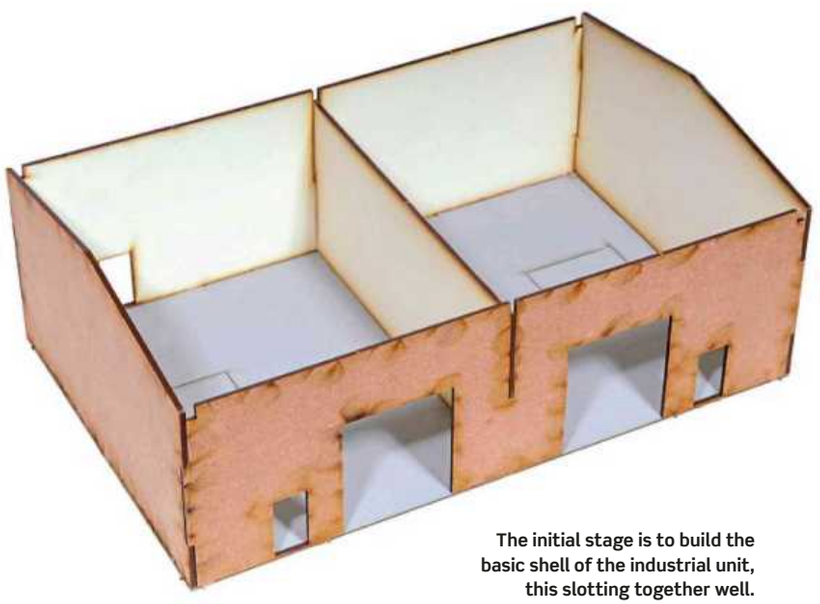
Four pages of instructions in the form of step-by-step colour pictures are included, while the last sheet of the instructions includes a number of signs and notices that can be cut out and used to enhance the finished building. Also included in the box are a number of wooden clothes pegs for holding parts together while the glue dries and a number of rubber bands intended for the same purpose, although those supplied in the kit were not large enough for the main assembly stages.

The instructions recommend the use of a PVA adhesive for assembly and, while this works well, care has to be taken to ensure that it does not squeeze out onto the finished surfaces of the card since it may stain the decorative finish. During construction, it was also found that there was a slight tendency for the surface layer of the card to delaminate from the base on some of the small components, so care needs to be taken not to allow this to happen since it will spoil the finish. The use of PVA glue means that time needs to be allowed for it to dry between stages, so this kit is a job to work on in-between other things.

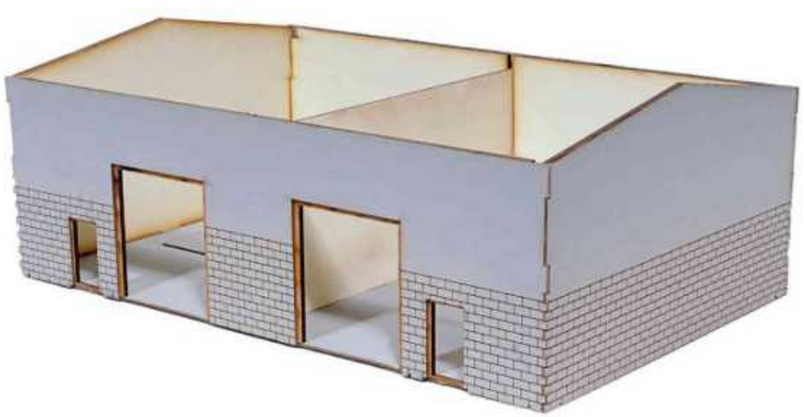
Straightforward build

Both the internal shell and outer cladding are cut with interlocking joints which ensures that these parts fit together in the correct locations. This idea works particularly well with the basic structure. However, this approach is less successful for the lower cladding sections of the block walls, where the cut edges visible on the corners are of a different colour to the surfaces. Ideally for use on a layout, these cut edges would need to be painted to match or obscured behind drain pipes or similar scenic touches.

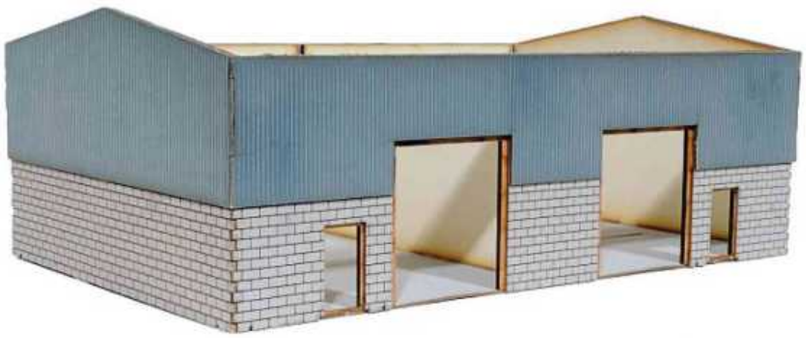
The upper ribbed sections of the cladding have similar interlocking parts but these joints are largely covered by strips of card. However, these strips



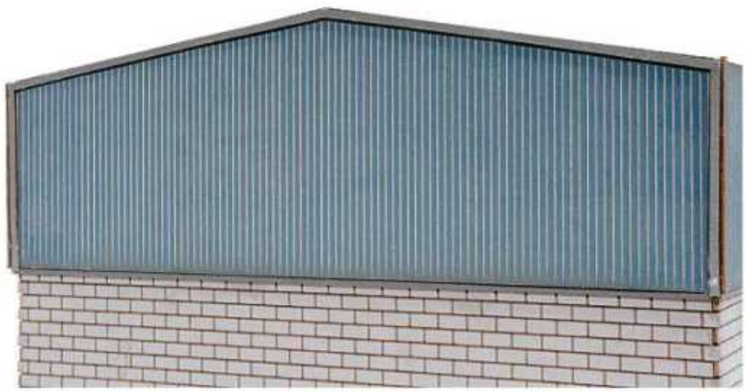
The initial stage is to build the basic shell of the industrial unit, this slotting together well.



With the shell built, it next needs to be clad with the block sheets, these extending the full height of the walls to create the step out for the upper cladding.



The upper sheets in place, showing how the notching remains visible on the corners at this stage.



The corner pieces cover the notches as intended but leave their own edges unpainted and exposed.

again display cut edges that need painting and is one of the downsides of having pre-painted parts. The parts are generally a good fit but for those looking to eliminate any gaps, a touch of filler may be needed in places.

The roof, which can be left removable to access the interior, has a ridge strip which needs bending slightly along the fold line. This is a little tricky given the thickness of it compared to its narrow width. This component along with the corner covering strips could perhaps do with being made from slightly thinner material or, for the more experienced builder, could be substituted for thin styrene or foil.

Options included

A welcome aspect of the kit is that a wide range of door options are included, both in terms of type and colour. Different roller shutter doors include closed, closed with a small row of windows and open, while the personal doors feature various permutations of solid or with windows. As a result, a number of parts will be left over once construction is completed, which could be used on other buildings. Alternatively, if two or more kits are used, the doors could be varied to give a touch of individuality. The finished building measures 250mm by 160mm and with a height of 95mm.

The various company logos and notices are a nice touch and help bring further colour to the model, although the burglar alarm is less successful in portraying the three dimensional nature of the real thing. The security gate on the rear fire door is very good though and the various air ducting fittings are neat touches. There is plenty of scope to enhance the building with further details, such as gutters, down pipes, lights and security cameras. The Ten Commandments and S-Kits ranges would be a source for some of these details.

Overall, this is a useful kit that builds into a pleasing representation of a ubiquitous building that is often found alongside railway lines and depots. While perfectly adequate as supplied, some modellers may choose to enhance the look of the corner joints to give it an extra bit of realism. ***Review by Terry Bendall***

4Ground Ltd, Units 34-36, Deverill Road Trading Estate, Deverill Road, Sutton Veny, Warminster, Wiltshire, BA12 7BZ. Web: *www.4groundtrackside.co.uk*

£ Price: £37.

The roof upside down and under construction. As well as the outer sections, there are internal strengtheners to be put in place.

Above: The completed building showing some of the supplied signage and other details. Adding downpipes would greatly aid the look of the corners.

Left: The rear of the building is also ripe for customisation by adding further ventilation equipment, either from the supplied parts or other ranges, such as Unit Models.

00 GAUGE 4mm:1ft | 8 PIN | DCC READY | 2015 ERA | EXPRESS RATING ✓✓✓✓✓

Locomotion releases surprise HST

Close co-operation with First Great Western has seen a new limited edition unveiled alongside the real thing.

NOVEMBER 6 saw First Great Western unveil its latest specially vinyled HST power car at Bristol Temple Meads when No. 43172 was named *Harry Patch*.

Timed to coincide with remembrance events, the naming pays tribute to Henry John 'Harry' Patch, who was born in 1898 and was the last survivor from the First World War battlefields upon his death in 2009, aged 111.

As part of the event, the power car has been adorned with a vinyl livery carrying the words of the 'Ode of Remembrance' along with the names of Harry Patch's three comrades who were killed during an artillery attack in which he was badly injured. The gesture is intended as a wider tribute to all those who died in the First World War and subsequent conflicts.

Miniature commemoration

In a remarkable bit of marketing, the same day saw Locomotionmodels.com announce that not only had it commissioned a limited edition of the black-liveried power car from Hornby but also that it was in stock and ready to ship to customers! The announcement rather underplayed the level of co-operation that would have been needed between Locomotion, Hornby, First Great Western and all the other bodies involved to ensure that the finished model and the real thing were a match to each other months before the actual re-livery took place!

Limited to 500 certificated pieces, No. 43172 is accompanied in the twin pack by No. 43154 in standard First Great Western plain blue. The appearance of the latter is noteworthy in itself, given that the scheme has not been produced for some years and is now in high demand to go with the more recently released Mk.3 coaches.

Notably, both power cars display a revised design of exhaust deflector on the roof. The first time this particular tooling variation has been seen on the model, it accurately reflects the shortened deflector now fitted to FGW's Class 43s. The models are otherwise as per Hornby's other power cars with No. 43172 being the motorised one of the pair, while the correct cooler group arrangement is also employed.

Livery recreation

The various vinyl pictorial liveries that have appeared over the years present manufacturers with a real challenge and, as a result, they are rarely seen in model form. Hornby has occasionally had a go, such as with the Wessex Trains Class 153 in Devon and Cornwall black and the Battle of Britain Memorial Flight Class 91, the latter being the benchmark for such schemes.

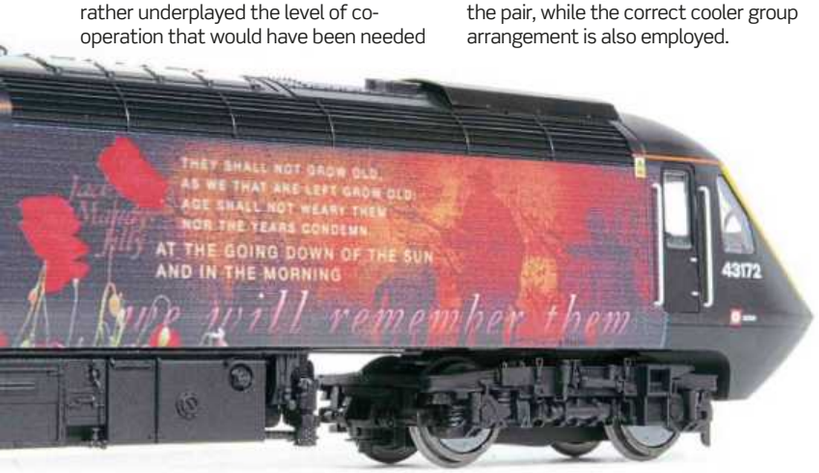
Slightly disappointingly, the power car does not quite match the exceptional standard achieved with its AC electric counterpart as the printing lines are a bit too obvious under close examination, both on the main bodyside image and the fade out over the former guard's compartment. That said though, from normal viewing distance, the lines disappear to leave a convincing impression of the striking livery. A nice job has been made of the other printed details, the nameplates incorporating Harry Patch's medal ribbon being particularly well executed. No. 43154 is equally well finished in its plain blue livery.

With increased prominence given to remembrance events in recent years, demand for the twin pack is expected to be considerable with interest extending beyond D&E modellers. Sadly, the rules governing the operation of charities prevent Locomotion making a donation from the sales of the power cars to the Royal British Legion as one charity cannot fund another. However, as with all of Locomotion's models, the proceeds will help support the National Collection.

Review by Simon Bendall

Locomotion – The National Railway Museum at Shildon, Dale Road Industrial Estate, Shildon, County Durham, DL4 2RE.
Web: *www.locomotionmodels.com*

£ Price: £220



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N GAUGE 2mm:1ft | 6 PIN | DCC READY | 2009-2015 ERA | EXPRESS RATING

ScotRail 'Sprinter' new from C&M Models

Now available from the Carlisle retailer is an exclusive 'N' gauge Dapol Class 156 in the current Saltire blue livery.

C&M MODELS has expanded its range of exclusive 2mm scale limited editions with the release of a two-car Class 156 DMU. Again manufactured for the retailer by Dapol, this carries the current ScotRail livery that was introduced at the behest of Transport Scotland in September 2008.

Designed to give the Scottish rail network its own identity, the dark blue base livery was adorned with light blue and white spots, the latter creating the Saltire cross. First seen on a Class 156 in February 2009, the subject of the model, No. 156512, would be repainted that July. Like the other former Strathclyde PTE 'Sprinters', the unit can usually be found operating in South West Scotland and through to Carlisle.

The model employs Dapol's standard Class 156 tooling and as such features the low-profile mechanism that sits below window level to allow a clear view through the powered vehicle. Other features include all-wheel drive on the motor car, directional head and tail lights, and wiring to allow the installation of Dapol's internal lighting bars. The model correctly sports the modernised version of the cab front light clusters without the rectangular marker lights.

Dapol has done an excellent job on the complex ScotRail livery, the reproduction of the spots being particularly noteworthy. With the livery application having several subtle variations across the class, the model is based on photos of No. 156512 and, as such, sports 'Scotland's Railway' branding beneath each ScotRail logo rather than the alternating English and Gaelic versions carried by some of its classmates.

The only minor quibble is with the shade of yellow used on both the cab fronts and the separate obstacle deflectors included in the accessory bag, which comes across as a touch too lemony. In contrast though, the small printed details are superb, from the correct font for the set numbers to the miniscule First Group logos on the doors. The model is limited to 200 examples with strong sales reported.

C&M Models, 1 Crosby Street, Carlisle, Cumbria, CA1 1DQ.
Web: *www.candmmodels.co.uk*

£ Price: £114.95

Hornby gets the blues

HORNBY has added a further Class 153 to its range in the form of First Great Western's No. 153329 (R3352).

However, like Bachmann with last year's Class 150, the manufacturer has not risen to the challenge of producing the complex 'Local Lines' scheme, instead opting for the more recent and altogether easier plain dark blue scheme.

Introduced from the end of 2010, the simplified livery came about after it was found that the previous vinyl wraps were trapping water against the body, causing corrosion issues. No. 153329 was the first of the single car units to be altered in March 2013 with Nos. 153361 and 153369 following in quick succession, although the rest of the FGW allocation has yet to be treated.

Although specified to a particular price point, the Class 153 model remains a solid member of Hornby's range and the appearance of a new version is always welcome, given its usefulness on all manner of layout sizes. Features again include a self-contained motor bogie, directional lighting and pre-fitted obstacle deflectors beneath the NEM coupling pockets.

The basic livery is well applied with good printing of the minimalist branding while the destinations read Exmouth and Paignton. No. 153329 is unique among the three all blue examples as it has smaller First Great Western logos and no website address. However, decoration issues include the roof grey, which comes across as a touch too light, while the magenta doors are lacking in density and look rather flat as a result.

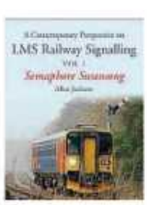
Hornby Hobbies, 3rd Floor, The Gateway, Innovation Way, Discovery Park, Sandwich, Kent, CT13 9FF.
Web: *www.hornby.com*

£ RRP: £89.99

00 GAUGE 4mm:1ft | 8 PIN | DCC READY | 2013-2015 ERA | EXPRESS RATING

BOOK REVIEW

A Contemporary Perspective on LMS Railway Signalling Volume 1 – Semaphore Swansong. *By Allen Jackson. Published by The Crowood Press, Ramsbury, Marlborough, Wiltshire, SN8 2HR. Softback 190mm x 246mm, 192 pages. Price £19.99. ISBN 978-1-78500-025-6.*



AS part of Network Rail's resignalling plans, the next five years or so should see the complete elimination of the last remaining pockets of mechanical signalling from across the country. As a result, many enthusiasts are now venturing out to record these last semaphore outposts before it is too late.

The author of this latest book from The Crowood Press has been doing just this for over a decade. Having already produced a volume on the former Great Western lines, he has now turned his attention to former LMS constituent routes, this first volume covering the Midland, Lancashire and Yorkshire, Furness, Glasgow and South Western, and the North Staffordshire.

Featuring over 400 colour photos, this is essentially a photographic survey of the remaining manual signalboxes, semaphore signals and other assorted steam age infrastructure, all supported by notes on the history of each box, route maps and other interesting snippets. Of course, BR-built boxes also feature along with the odd panel box where it fits with the narrative.

There is plenty of interest for modellers, given the generally rural nature of many of the routes and the way that the infrastructure has been modernised where possible, all giving plenty of inspiration that can be dipped into as required. On the down side, the composition of the pictures can, at times, be indifferent while some shots are rather distant, particularly of the signals. Still, as a record of what will soon be lost, it has much merit. ***Reviews by Simon Bendall***

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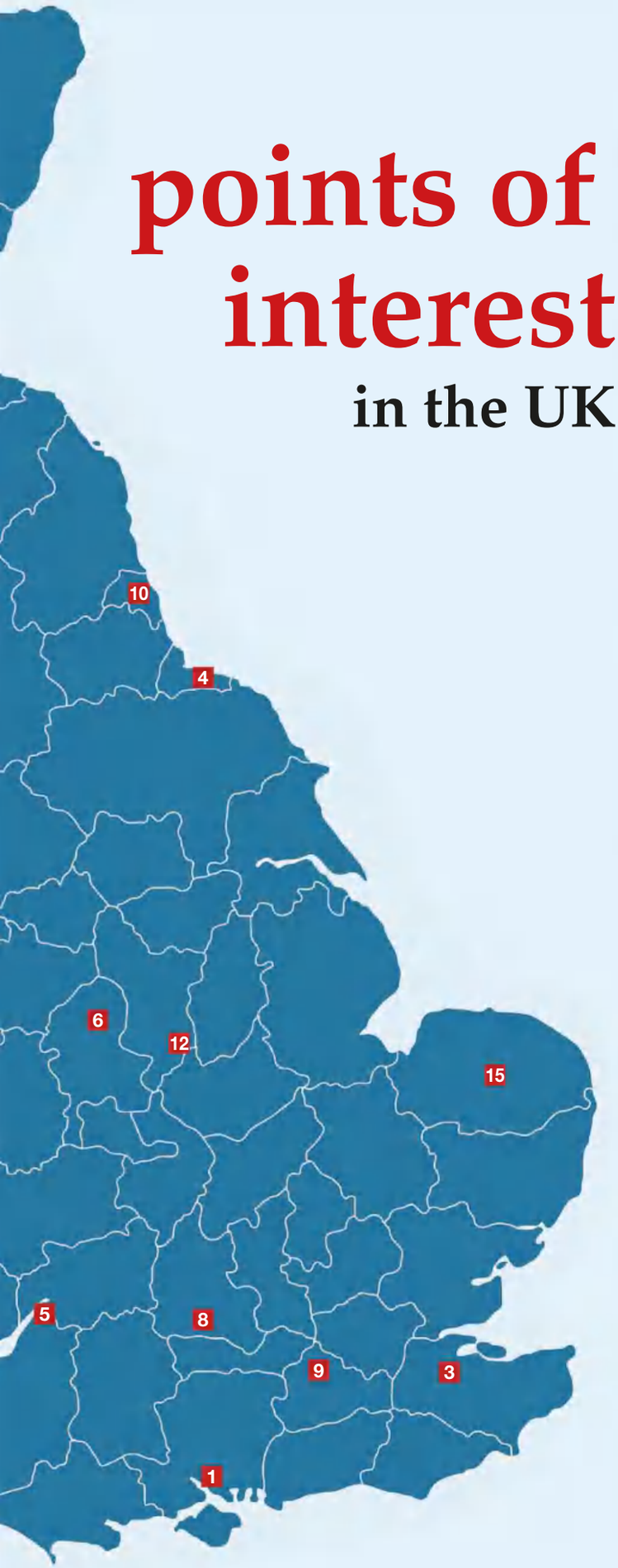

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Rolling roads offered by Wealistic Models

The company is now importing the range of Zeller rolling roads with 2mm, 4mm and 7mm versions available.

The 'OO' gauge rolling road can easy accommodate most locomotive types, this being the brass version.

ROLLING roads have become quite popular in recent years as modellers look to follow manufacturers' instructions to run locomotives in before using them, while they can also be used as programming tracks for DCC chips. As might be expected, numerous different designs are available with a similar variation in price and quality.

Wealistic Models is now offering the Zeller range of rolling roads in a variety of options and with sizes to cope with 'N', 'OO' and 'O' gauge models. A selection of these are pictured here but they are all based around the same principle.

Each consists of two 6mm diameter parallel metal rods which support the rollers and a third central rod that clips into the plastic end pieces and retains the roller assemblies in place. On the 'N' and 'OO' rolling roads, this centre rod is 3mm in diameter but is upgraded to 6mm on the 'O' gauge version.

Power to the rolling roads can be connected in different ways, a number of them being supplied with plugs at one end into which wires (not supplied) can be secured. Others, such as the 7mm version, require the use of crocodile clips or similar; a large size of clip being necessary due to the diameter of the rods.

In use, the wheels of the model rest on small brass rollers fitted onto 2mm diameter axles, which run in moulded plastic supports. The current is passed to the wheels of the model being tested through the supporting rods and axles and this seems to work effectively, even if the roller assemblies do rock slightly when in motion. Given the way the power is transmitted, it would certainly be necessary to keep all the surfaces clean.

Little and large

Two 'N' gauge versions are illustrated, one measuring 150mm with six sets of rollers, which is just long enough to accommodate a Class 66 or similar. Priced £55, this is supplied in a useful storage tin. The longer 'N' gauge design has a useable length of 400mm and is supplied with eight rollers (£72).

Moving on to 'OO', two 400mm versions are available, one using aluminium rods (£72) while the other employs brass and is, naturally, heavier and more expensive at £82. Both are supplied with seven rollers and a support plate for a pony truck. The rollers can be positioned as required either side of the central plastic stiffener with extra rollers available separately should they be required. The 'O' gauge version clocks in at an impressive 580mm, more than enough to accommodate a Heljan diesel, and comes with eight rollers at a price of £100. All prices include first class recorded delivery postage along with packing.

A useful accessory for the 'OO' rolling roads is a single set of rollers fitted with a cleaning pad, which can be used in place of one of the standard rollers to clean the wheels of the model. This can be used with any brand of track cleaning fluid or, if purchased from Wealistic at an exhibition, suitable fluid can be provided as well. The cleaning roller can be bought on its own or as part of a complete rolling road, the latter option adding £12 to the cost of either the aluminium or brass versions.

One disadvantage of the design is that they will only work for their specified gauge, it not being possible to adjust the roller spacing to accommodate any of the finer wheel standards in any of the scales.

The rollers were tested with a range of models in various scales and all performed perfectly well, although the construction method means that they were a little noisy.

Review by Terry Bendall

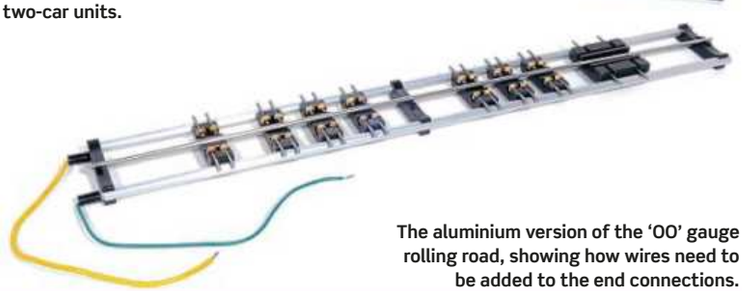
Wealistic Models, 67 Woodlands Avenue, Woodley, Reading, Berkshire, RG5 3HF.
E-mail: *wealisticmodels@hotmail.com*

The wheel cleaning roller is supplied with spare pad material and, if bought at an exhibition, track cleaning fluid.

Above: The 400mm length of the longer 'N' gauge design is more than enough for locos and could also be used for two-car units.

Below: An overhead look at the short 'N' gauge rolling road, its small size and storage tin making it ideal for exhibition use.

The 'O' gauge rolling road is only just shy of 2ft in its useable length, meaning it can take all but the largest 7mm models.



The aluminium version of the 'OO' gauge rolling road, showing how wires need to be added to the end connections.

N GAUGE 2mm:1ft | 1984-1995 ERA | EXPRESS RATING ✓✓✓✓✓

InterCity colours for Farish Mk.1s

The 1980s 'raspberry ripple' scheme now adorns the 'N' gauge coaches.

A NOTABLE omission from Bachmann's range of 2mm scale Mk.1s has, for some time, been the InterCity livery.

This first appeared on the design in 1984 when a set of second class Mk.1s was refurbished for use by the sector's charter unit. As the decade progressed, the livery would come to adorn further coaches, it being best associated with the all first class 'landcruise' rakes and their distinctive white roofs. Further second class vehicles would also be re-liveried for everyday charter use, these also appearing on summer additional services and the like.

Two of the Graham Farish models are pictured here, these being Tourist Second Open (TSO) No. M4946 (374-015) and Brake Composite Corridor (BCK) No. 21269 (374-087). Also due for release in the livery are the First Corridor (FK), Brake Second Corridor (BSK) and Full Brake (BG).

The TSO is notable as it represents a vehicle from the original 1984 set, it lasting in traffic until 1993 after which it joined the Flying Scotsman Services charter operation. In contrast, the BCK was a very late recipient of the InterCity livery in 1991, it later becoming part of the 'landcruise' fleet before sale to Waterman Railways in 1995.

Both models are well finished in the classic livery using Bachmann's usual interpretation of the colours and ride on the correct Commonwealth bogies. Inevitably, the tooling remains more suited to the steam era, with end steps still in place and no raised window frames, air brakes or ETH equipment, but the models will certainly prove a useful addition for sector-era modellers. M

Graham Farish by Bachmann, Moat Way, Barwell, Leicestershire, LE9 8EY.
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BR training bus new from EFE

NEWLY added to the range of 4mm scale diecast buses produced by Exclusive First Editions is a model of one of the pair of Bristol VRTs that were modified for use with British Rail.

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As might be expected, EFE has used its standard Bristol VRT tooling for the model (E38119). As a result, the plated over windows are represented by having the glazing painted yellow while details such as the window vents are printed on, although the overall effect is not displeasing.

The interior is completely standard with bus seats still in place. The only real quibble is with the livery as, while it is well applied with the usual gloss finish, photos show that the actual bus carried more of a grey-blue colour than the mid blue used on the model. Still, it is an interesting and quirky release.

Reviews by Simon Bendall

00 GAUGE 4mm:1ft | 1980s-1990s ERA | EXPRESS RATING ✓✓✓✓✓

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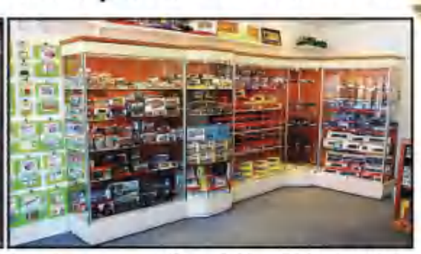

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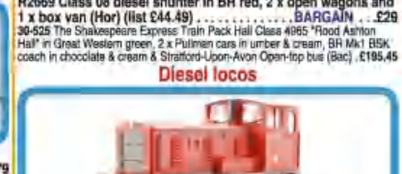

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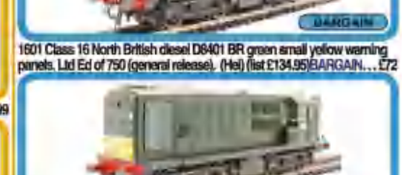

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32-680 Class 45 45036 in BR blue split centre headcode (Bac) NEW £101.96

31-656DC Class 47/0 D1677 'Thor' in BR green full yellow ends. DCC On Board (Bac) £106.21

32-816 Class 47/3 47365 'Diamond Jubilee' in BR Railfreight Distribution (Bac) (list £114.95) ..... BARGAIN ... £72

32-817 Class 47/7 47745 'Royal London Society For The Blind' in RES red & grey (Bac) (list £114.95). ..... BARGAIN ... £72

32-815 Class 47/8 47834 'Fire Fly' BR Intercity Swallow (Bac) (list £114.95) ..... BARGAIN ... £78
R3263 Class 50 50024 "Vanguard" in BR Large Logo blue (Hor) £137.20

NEW

R3264 Class 50 50046 "Ajax" in BR Large Logo blue (Hor) NEW £137.20
4D-003-011 Class 52 diesel loco D1002 "Western Explorer" in BR green small yellow panels (Dap) £109

4D-003-012 Class 52 diesel loco D1026 "Western Centurion" in BR blue full yellow ends - weathered (Dap) £113

32-532 Class 55 55007 "PINZA" in BR blue Finsbury Park white cab windows - weathered" (Bac) £113.01

R2879 Class 55 Deltic diesel 55001 "St Paddy" in BR blue (Hor) (list £52.49) ..... BARGAIN ... £43

32-762DS Class 57/3 57312 'The Hood' in Virgin Trains - weathered. DCC Sound (Bac) £203.96

NEW

R3267XS Class 60 60005 "Skiddaw" in Transrail triple grey - Sound fitted (Hor) NEW £229.90

4010~ English Electric DP2 prototype in BR Brunswick green (as per 1962 to May 1965) (Hel) (list £129.95). BARGAIN ... £75

4011~ English Electric DP2 prototype in BR two-tone green (as per 1965 until withdrawal in 1967) (Hel) (list £129.95) BARGAIN ... £70

4005~ Lion Diesel loco D0260 in white 5 gold stripes (Hel) (list £129.95) ..... BARGAIN ... £70
R3355 Sentinel 0-4-0 H103 in Wabtec (Hor) £51.84
R3353 Sentinel 4wDH in Balfour Beatty (Hor) £51.84

Electric locos

31-678 Class 85 (AL5) Bo-Bo Electric 85026 in BR Blue single pantograph (Bac) (list £112.45) ..... BARGAIN ... £86
31-677 Class 85 (AL5) Bo-Bo Electric E3056 in BR Blue single pantograph. (Bac) (list £139.95) ..... BARGAIN ... £79

NEW

31-679 Class 85 (AL5) Bo-Bo Electric E3095 BR Electric Blue small yellow panel (Bac) NEW. £118.96

9002 Metropolitan Bo-Bo electric 1 in wartime grey (Hel) ..£107

9000 Metropolitan Bo-Bo electric 20 in Metropolitan (Hel) .£107

9004 Metropolitan Bo-Bo electric 5 "John Hampden" in London Transport (as preserved at the London Transport museum) (Hel) £107

9001 Metropolitan Bo-Bo electric 9 "John Milton" in Metropolitan (Hel) £107

HSTs

R3366 Network Rail Measurement Train Drive Units (Hor). . £189.99

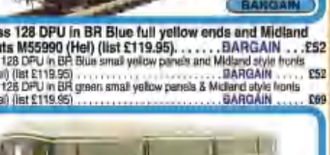
DMUs

31-535 Class 105 Cravens 2 Car DMU in BR blue full yellow ends (Power Twin Unit) (Bac) (list £119.95). ..... BARGAIN £78

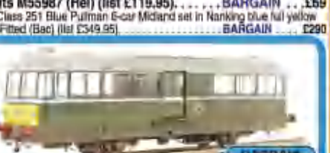
32-906 Class 108 2 Car DMU in BR green half yellow ends (Bac) (list £139.95) ..... BARGAIN £72.50

32-912 Class 108 3 Car DMU in BR blue full yellow ends (Bac) (list £169.95) ..... BARGAIN ... £85
8942 Class 126 DPU in BR blue - weathered M55995 (Hel) (list £129.95)BARGAIN £65

8993 Class 128 DPU in BR Blue full yellow ends and Midland style fronts M55990 (Hel) (list £119.95). ..... BARGAIN ... £52
8992 Class 128 DPU in BR Blue small yellow panels and Midland style fronts M55990 (Hel) (list £119.95) ..... BARGAIN £52
8991 Class 128 DPU in BR green small yellow panels & Midland style fronts M55989 (Hel) (list £119.95) ..... BARGAIN £69



8990 Class 128 DPU in BR green speed whiskers and Midland style fronts M55987 (Hel) (list £119.95). ..... BARGAIN ... £69
31-256DC Class 251 Blue Pullman 6-car Midland set in Nanking blue full yellow ends. DCC Fitted (Bac) (list £349.95) ..... BARGAIN £290



8704 Railbus W&M E79962 in green large yellow panel - weathered. (Hel) (list £129.95) ..... BARGAIN ... £79

EMUs

R3184 1960 Brighton Belle Pullman 2-Car EMU in Umber and cream (Hor) (list £189.99) ..... BARGAIN ... £99
R3290 Class 2-HAL 2 car EMU in BR green small yellow ends (Hor) (list £130.25) ..... BARGAIN £96

NEW

R3341 Class 2-HAL 2 Car train pack in BR blue (Hor) NEW £120.60
31-030^ Class 350/1 Desiro 4 Car EMU 350 111 "Apollo" in Silver Link (unbranded) (Bac) (list £199.95) ..... BARGAIN £98

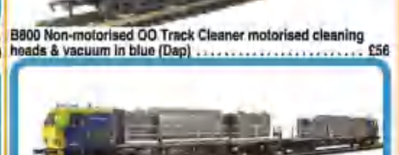
31-032 Class 350/1 Desiro 4-Car EMU 350 102 in London Midland (Bac) (list £189.95) ..... BARGAIN . £116
31-031 Class 350/2 Desiro 4 Car EMU 350 238 in London Midland (Bac) (list £189.95) ..... BARGAIN £118

R3161B Class 401 2-BIL 2 car EMU in SR green (Hor) (list £130.25) ..... BARGAIN .. £69

31-375 Class 416 2-car EPB EMU in BR blue (Bac) # (list £124.95) ..... BARGAIN .. £72
31-265 Class 419 Motor Luggage Van (MLV) in BR Southern Region green (Bac) (list £104.95) ..... BARGAIN £64
31-266 Class 419 Motor Luggage Van (MLV) in BR Southern Region green yellow panel (Bac) (list £104.95) ..... BARGAIN £64

Track Maintenance vehicles

B800 Non-motorised OO Track Cleaner motorised cleaning heads & vacuum in blue (Dap) £56



31-577 Windhoff MPV Multi-Purpose master and slave units in 'Railtrack' (Bac) (list £148.95) ..... BARGAIN .. £79

Train sets - analogue

R1174 Breakdown Hauler Train Set 0-4-0 loco, Breakdown Crane and Support Van (Hor) (list £119.99) ..... BARGAIN £59

R1171 Flight Of The Mallard train set LNER Class A4 4-6-2 'Mallard' steam loco & 3 teak coaches (Hor) (list £149.99) .... BARGAIN .. £109

NEW

R1183 Master of the Glens Train Set (Hor) NEW £166.66

Train sets - DCC

30-048 Highland Tourer Digital Sound Set Class 37/4 37416 in BR blue and Mk2 TSO & BSO coaches in Far North green & cream (Bac) £255

KEY: Bac = Bachmann UK, Bas = Base Toys, Cor = Corgi, Dap = Dapol, Gra = Graham Farish, Hel = Heljan, Hor = Hornby, Oxf = Oxford Diecast, Pec = Peco, Poc = Pocketbond

All items in stock when advert created. Prices valid until **16/12/15**. Errors excepted.

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Coaches

4P-010-038 57 Ft Stanier Non Corridor Brake BR Carmine M20550 (Dap) NEW £13.50
C096D 57 Ft Stanier Non Corridor Brake BR Carmine M20550 KIT (Dap) NEW . £9
4P-010-037 57 Ft Stanier Non Corridor Comp BR Carmine M16620 (Dap) NEW £13.50
C095D 57 Ft Stanier Non Corridor Comp BR Carmine M16620 KIT (Dap) NEW £9

39-320A BR Mk1 BSP Pullman bar 2nd 'The Hadrian Bar' (with lighting) (Bac) (list £48.95) ..... BARGAIN . . £26
39-291A BR Mk1 FP Pullman parlour 1st coach in blue grey (with lighting) (Bac) (list £48.95) ..... BARGAIN . . £24

39-503 Pack of 4 BR Mk1 SLSTP Sleeper Car in blue & grey 'Inter-City' (Bac) (list £155.80) ..... BARGAIN . . £122
39-503 Single (Bac) £33
R4515A BR Mk2E Standard Open Brake Coach, BR Blue & Grey (Hor) NEW . . £27.77
R4612A BR Mk2E Standard Open Brake Coach, BR Blue & Grey, Working Lights (Hor) NEW £27.77

34-078 Collett 60ft 1st/3rd brake composite in GWR chocolate & cream (Bac) NEW £24.61
34-128 Collett 60ft 1st/3rd composite in GWR chocolate & cream (Bac) NEW . . . £24.61
34-056A Collett 60ft 2nd class corridor in BR crimson & cream (Bac) NEW . . . £24.61

34-053 Collett 60ft 3rd class corridor in GWR chocolate & cream (Bac) NEW £24.61

39-528 Ex-Southern CCT Covered Carriage Truck BR Blue (Bac) NEW £24.61

39-526 Ex-Southern PMV Parcels & Miscellaneous Van BR Crimson (Bac) NEW £24.61

39-525 Southern PLV Passenger Luggage Van Southern Railway Green (Bac) NEW £24.61

Wagons

R6705 BR Railfreight HAA MGR Red Frame Wagon (Hor) £22.21

38-030B Pack of 4 100 tonne HHA bogie hopper wagon in Freightliner Heavy Haul sliding end door (Bac) (list £159.80) ....BARGAIN£135.83
38-030B Single (Bac) £33.96

37-628B Megapack of 8 102 Tonne GLW Thrall BRA steel strip carrier in EWS - weathered (Bac) (list £239.60) BARGAIN . . £143
37-629B Single (Bac) (list £25.95) ..... BARGAIN . . . £19
37-628B Pack of 4 (Bac) (list £119.80) ..... BARGAIN . . . £74
37-760 12 ton mogo van in BR bauxite (Bac) NEW £12.71
37-861 12 ton panelled mogo van in BR bauxite ends GWR grey (Bac) NEW £13.56
37-[illegible] £10.30

37-253B 16 ton steel mineral wagon without top flap doors in BR grey - weathered (Bac) £12.71
4F-036-102 20T Steel Mineral West Midland Joint Electric (Dap) NEW £10
4F-036-103 20T Steel Mineral West Midland Joint Electric - weathered (Dap) NEW . £11
38-042A 31 tonne OBA open wagon in BR Plasmor Blockfreight (Bac) NEW . . . £16.66

38-044 31 tonne OBA open wagon in BR Railfreight brown (Bac) NEW £18.66
38-041B 31 Tonne OBA open wagon in Railfreight (Bac) £16.63
38-041B Pack of 4 (Bac) (list £67.80) ..... BARGAIN £60
38-041B Megapack of 8 (Bac) (list £175.80) ..... BARGAIN £116
38-045 31 tonne ZBA Bass open wagon in BR brown (Bac) NEW £18.66

38-126A 35 Ton VBB box van sliding door in BR bauxite - weathered (Bac) (list £24.95) ..... BARGAIN £20.36
38-126A Pack of 4 (Bac) (list £99.80) ..... BARGAIN £72
38-126A Megapack of 8 (Bac) (list £198.60) ..... BARGAIN £136

4F-052-011 5 Plank E H Watts & Co 9 Ft Wheelbase (Dap) NEW £10
4F-052-012 5 Plank E H Watts & Co 9 Ft Wheelbase - weathered (Dap) NEW £11

4F-051-041 5 Plank SR 27344 (Dap) NEW £9.20
4F-051-042 5 Plank SR 27344 Weathered (Dap) NEW £10.20
37-062A 5 plank wagon wooden floor Edwin W. Bedford (Bac) (list £12.95) BARGAIN . £7
37-062A Pack of 4 (Bac) (list £51.80) ..... BARGAIN £27

4F-071-009 7 Plank GWR 06562 (Dap) NEW £9.20
4F-071-010 7 Plank GWR 06562 Weathered (Dap) NEW £10.10
4F-080-116 8 Plank Laporte 57 (Dap) NEW £9.80
4F-080-117 8 Plank Laporte 57 Weathered (Dap) NEW £10.80

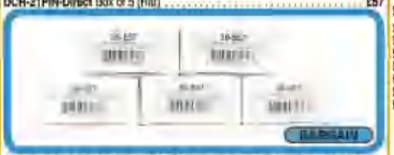
4F-090-104 9 Plank Gas Light and Coke 763 (Dap) NEW . . £9.80

38-351A Pack of 4 BAA steel carrier steel coils in Railfreight Metals (Bac) (list £103.80) ..... BARGAIN . . £52
38-351A Single (Bac) (list £25.95) ..... BARGAIN £14
4F-016-102 Banana Van Fleet B82120 (Dap) NEW £9.40

38-350A Pack of 4 BZA steel carrier steel coils in EWS (Bac) (list £103.80) ..... BARGAIN . . £52
38-350A Single (Bac) (list £25.95) ..... BARGAIN £14
37-314 Intermodal bogie wagon 2 x 45ft containers in Safmarine (Bac) (list £49.95) ..... BARGAIN £29
37-314 Pack of 4 (Bac) (list £199.80) ..... BARGAIN £109
37-672 Pack of 3 14 Ton tank wagons in British Tar - weathered (Bac) (list £46.95) ..... BARGAIN £28
37-671 Pack of 3 14 Ton tank wagons Fina - weathered (Bac) (list £46.95) ..... BARGAIN £28
4F-011-013 Ventilated Van LMS Fruit Van 511254 (Dap) NEW £9.40
4F-011-014 Ventilated Van LMS Fruit Van 511254 Weathered (Dap) NEW £10.30

DCC decoders

DCR-21PIN-Direct Box of 10 21-pin 4-function 1.1Amp direct plug decoder back EMF (Hat) £110
DCR-21PIN-Direct Single (Hat) £12
DCR-21PIN-Direct Box of 5 (Hat) £57



36-557 Pack of 5 21-pin E-Z Command 4-function 1A decoder back EMF (Bac) (list £92.50) ..... BARGAIN . . . £70
36-557 Single (Bac) £14.50

R8249 Box of 6 8-pin 4-function 2-sided 0.5A (1A peak) decoder (Hor) £76
R8249 Single (Hor) £14

DCR-8PIN-Direct Box of 10 8-pin compact direct 4-function 1.1Amp decoder back EMF (Hat) £105
DCR-8PIN-Direct Single (Hat) £13
DCR-8PIN-Direct Box of 5 (Hat) £59

DCC controllers

R8312 e-LINK Module, Railmaster Software & 1 Amp Transformer (PC/Laptop Required) (Hor) £68
36-800 EZ Command DCC controller - boxed (Bac) £76.46

36-504 EZ Command Dynamis Ultima DCC system (Bac) £250.71

Spares

SL-10 Metal rail joiners/fishplates (for code 100 rails inc Hornby, Peco & Peco Streamline). For OO, HO & O gauge - Pack of 24 (Pac) . . . £2.50

Buildings - railways

44-126 Modern Single Road Servicing Shed (Bac) £46.71
44-0042 Timber and Stone Signal Box (Bac) NEW £40.76

Man-made scenic structure - railway-related

89121 21.5 metre (90ft) Motorised turntable - ready for installation. Upgraded 89111. For HO/OO scales. DCC ready (Hat) £199
LK-55 76ft Wall type turntable (Pac) £36
R083 Buffer Stop (Hor) £1.40
R083 Box of 6 (Hor) £8
R070 Electrically Operated Turntable (Hor) £59
44-129 Fuel Storage Tank (110 x 55 x 60mm) (Bac) £25.46

Signals

4L-001-001 Signal - Motorised, Square post GWR home lower quadrant (OOSIGN1) (Dap) £22

Buildings - general

44-040 Diesel fuelling point - Scenecraft range (162 x 37 x 56mm) (Bac) . . £13
44-262 Low Relief Cinema (Bac) NEW £33.96
44-267 Low Relief Corner Pub (Bac) NEW £25.46
44-264 Low Relief Hinas Hair and Beauty (Bac) NEW £21.21

Man-made scenic structure - non-railway

44-016 Fuel Storage Tanks (Bac) £33.96

People - civil

36-047 Locomotive staff x 6 (Bac) £6.21

Track - Code 100 Streamline

SL-100 Pack of 25 1 yard (91.5cm) length of Code 100 Wooden-sleeper nickel silver flexible track (Pec) £66
SL-100 Single (Pec) £3
SL-102 1 yard (91.5cm) length of Nickle Silver concrete-sleeper flexible track (Pec) . £3
SL-102 Pack of 25 (Pec) £70
SL-99 3 way medium radius point insulfrog (Pec) £25
SL-90 Double slip insulfrog (Pec) £31
SL-96 Left hand medium point (Pec) £10

SL-E96 Left hand medium point electrofrog (Pec) £10
SL-92 Left hand small point (Pec) £9.50
SL-E92 Left hand small point electrofrog (Pec) £9.50
SL-E86 Right hand curved point electrofrog (Pec) £12.50
SL-95 Right hand medium point (Pec) £10

SL-E95 Right hand medium point electrofrog (Pec) £10
SL-91 Right hand small point (Pec) £9.50
SL-E91 Right hand small point electrofrog (Pec) £9.50

Track - Code 75 FineScale Streamline

SL-100F Pack of 25 1 yard (91.5cm) length of Nickel Silver Finescale flexible track (Pec) £72
SL-100F Single (Pec) £3
SL-E196 Finescale left hand medium point electrofrog (Pec) £12
SL-E195 Finescale right hand medium point electrofrog (Pec) £12

Track & Points

R601 Double Straight (Hor) £2.25
R601 Box of 24 (Hor) £49
R6072 Left Hand Standard Point (Hor) £9

36-603 Box of 10 Long straight track nickel silver (same as R603) (Bac) (list £34) ..... BARGAIN £24.80
36-603 Single (Bac) £2.76
R6073 Right Hand Standard Point (Hor) £9

Buses

26412 Daimler Utility Bus Wilts & Dorset (EFE) NEW £28
28608 GM Standard Atlantean 'First Greater Manchester' (EFE) NEW £28
29634 Leyland Olympian 'Sovereign Buses' (EFE) NEW £28
76PD2001 Leyland Tiger PD2/12 Maidstone & District (Oxf) £16
24823 Plaxton Minibus 'Norfolk Green' (EFE) NEW £28

OM46309B Routemaster, East Midland, 15A Mansfield (Cor) (list £29.99) NEW ..... BARGAIN . . . £24
OM46309A Routemaster, East Midland, 16 Clipstone (Cor) (list £29.99) NEW ..... BARGAIN £24
29607 Wright Dennis Lance 'Southend Transport' (EFE) NEW £28

OM46710B Wright Eclipse 2, First Hampshire, E2 Fareham Bus Station (Cor) (list £29.99) NEW ..... BARGAIN . . . £24
OM46710A Wright Eclipse 2, First Hampshire, E2 Gosport Ferry (Cor) (list £29.99) NEW ..... BARGAIN £24

Cars

76AS5003 Austin Seven RN Saloon Maroon (Oxf) NEW £5
76MBC002 Messerschmitt KR200 Cabrio Mimosa Yellow (Oxf) NEW £4.45

Commercial vehicles

76ASV003 Austin Seven RN Van Liptons Tea (Oxf) NEW £5
76FDE001 Ford 400E Van British Rail (Oxf) NEW £5
76FT1001 Ford Transit Mk1 White (Oxf) NEW £5

M46 RAIL EXPRESS

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76FT3001 Ford Transit Mk3 White (Oxf) NEW £5
DA94 Leyland Octopus Tipper - Charringtons (Bau) NEW £9.50

NEW

76MB001 Mercedes Actros MP4 GSC Curtainside "Eddie Stobart" (Oxf) NEW £21
76SHL05WF Scania Highline - Eddie Stobart - A P McCoy (Oxf) NEW £18

Farming & Construction

76SET35 3 Piece Farm Trailers (Oxf) NEW £14
76FARM006 Baler Blue (Oxf) NEW £5
76FARM005 Farm Trailer Green (Oxf) NEW £5
76FARM004 Livestock Trailer Red (Oxf) NEW £5

Military ground vehicles

NEW

76QLD002 Bedford QLD 1st Armoured Division 1941 (Oxf) NEW £11
76DT001 Diamond T980 Tank Transporter TRC Western Desert 1942 GHQ Cairo (Oxf) £20

Public Service vehicles

76PB006 Commer PB Royal Mail (Oxf) NEW £5
76LRC003 Land Rover FFR Carmichael Forth Road Bridge (Oxf) NEW £8

N Gauge

Steam locos

372-752 Class 4MT Fairburn 2-6-4 tank 42073 in BR black late crest (Gra) £97.71
2S-019-006 Class 6600 4-6-0 6803 "Buckleybury Grange" in BR lined green late crest (Dap) £100

372-800B Class A1 4-6-2 60163 "Tornado" in BR Express blue (as preserved) (Gra) £135.96

NEW

372-387 Class A2 4-6-2 60527 'Sun Chariot' BR lined green black late crest (Gra) NEW £135.96

NEW

372-388 Class A2 4-6-2 60532 'Blue Peter' BR lined green late crest (Gra) NEW £135.96

NEW

372-386 Class A2 4-6-2 60537 'Bachelors Button' BR Brunswick green early emblem (Gra) NEW £135.96
2S-008-005 Class A4 steam loco 60022 "Mallard" in BR green early crest & double chimney (Dap) NEW £105
2S-008-005D Class A4 steam loco 60022 "Mallard" in BR green early crest & double chimney. DCC fitted (Dap) NEW £123

NEW

2S-020-003 Class B17 4-6-0 1671 "Royal Sovereign" in LNER apple green (Dap) NEW £100.51
2S-020-003D Class B17 4-6-0 1671 "Royal Sovereign" in LNER apple green, DCC Fitted (Dap) NEW £120.66

372-427 Class WD Austerity 2-8-0 90201 in BR black late crest - weathered (Gra) (list £144.95) ..... BARGAIN . . . £89

Train packs

370-500 Cumbrian Mountain Express Train Pack Coronation Class 46229 "Duchess of Hamilton" in BR maroon late crest, 3 x Mk1 coaches in blue/grey & Scenecraft "Ais Gill" Signal box (Gra) . £131.71
370-300 Landship Train Train Pack Class 4F 3848 in Midland Railway black, 3 x bogie bolster wagons in olive green & 3 x Mk1 tanks under tarpaulins (Gra) . . . £89.21

Diesel locos

371-051C Class 04 D2295 in BR blue wasp stripes (Gra) NEW £72.21
371-111 Class 31 diesel D5598 in BR green small yellow panels (Gra) . . £100.26
2D-018-003 Class 35 Hymek D7013 in BR green (Dap) £79
371-165 Class 37/4 diesel 37407 'Loch Long' in BR blue large logo (Gra) . £99.21
371-286 Class 55 diesel "Deltic" D9002 'The King's Own Yorkshire Light Infantry' in BR green half yellow ends (Gra) £93.46

HSTs

2D-019-001 Class 43 HST Book Set in BR blue & grey - W43047, W43046 & two Mk 3 coaches (coach numbers are W41047 and W42069) (Dap) £135
2D-019-003 Class 43 HST Book Set in Intercity Executive - W43126, W43125 & two Mk 3 coaches (Dap) £135

2D-019-004 Class 43 HST Book Set in Intercity Swallow - 43075, 43106 & two Mk 3 coaches (Dap) £135

DMUs

2D-009-001 Class 121 single car DMU 'Bubble car' W55027 in BR green speed whiskers (Dap) £90
371-433 Class 170/4 3 Car DMU 170434 in First ScotRail (Gra) (list £164.95) ..... BARGAIN £100

371-741^ Class 251 Blue Pullman 6 car Midland set in Nanking blue full yellow ends. (Gra) (list £269.95) . . . . BARGAIN . . £171

EMUs

371-702 Class 350/1 Desiro 4 Car EMU 350 101 in London Midland (Gra) (list £169.95) ..... BARGAIN £99
371-701 Class 350/2 Desiro 4-car EMU 350 236 in London Midland (Gra) (list £169.95) ..... BARGAIN £99

Train sets - analogue

370-180 Seaside Excursion Class 4F 44044 in BR black late crest and BR Mk1 BCK & SO coaches in maroon (Gra) . £110.46
370-140 The Steel Worker Class 08 D3406 in BR green & 3 x 24-Ton ore hopper wagons (Gra) £93.46

Train sets - DCC

370-070 Cornish Riviera Class 42 D829 in BR green and BR Mk1 BCK & SO coaches in chocolate & cream (Gra) . . . £157.21
370-080 Countryside Coal Digital Set Class 3F Jinty No.23 in SDJR blue, Midland brake van, 7-plank wagon & 5-plank wagon (Gra) £140.21

Coaches

374-711 BR Mk2A TSO Tourist Second Open in Network South East (Gra) £24.61

Wagons

2F-034-035 21T Hopper NE 193265 (Dap) NEW £9.10
2F-071-030 7 Plank BR P238835 (Dap) NEW £9
2F-071-031 7 Plank BR P238835 Weathered (Dap) NEW £10
2A-000-016 Chassis 7 Plank N Gauge (Dap) NEW £4.30

377-235A Triple Pack of 16 Ton Steel Mineral Wagons in BR grey - weathered (Gra) £36.51
2A-000-022 Unpainted body 21T Steel Mineral (Dap) NEW £1.90

DCC decoders

DCC23 6-pin 2-function 1A (2A peak) decoder (suitable for N gauge) (Gau) .. £24

36-558A 6-pin 2-function decoder (suitable for OO & N gauge locos and use on analogue track) (Bac) £15.26

Spares

SL-310 Rail Joiners/Fishplates for N & 009 gauge (24 per pack) (Pec) £2

Trees

GM127 Spring/Summer Trees (10) (Gau) NEW £7

Track - Code 80 Setrack

ST-11 Double straight track (Pec) £1.50

ST-6 Setrack left hand point insulfrog (Pec) £8.50
ST-5 Setrack right hand point insulfrog (Pec) £8.50

Track - Code 80 Streamline

SL-300 Pack of 25 1 yard (91.5cm) length of Wooden-Sleeper Nickel Silver Flexible track (Pec) £64
SL-300 Single (Pec) £3
SL-E396 Left hand medium point electrofrog (Pec) £9
SL-395 Left hand medium point insulfrog (Pec) £9
SL-E395 Right hand medium point electrofrog (Pec) £9
SL-395 Right hand medium point insulfrog (Pec) £9

Cars

NMN004 Mini Black and Wicker (Oxf) NEW £3.95

OGauge (1:43 Scale)

Steam locos

NEW

7S-010-006 Class A1 Terrier 0-6-0 "Bodiam" in KESR blue (Dap) NEW £170

Wagons

7F-031-000 6-wheel milk tanker in 'United Dairies' (Dap). . . . £62
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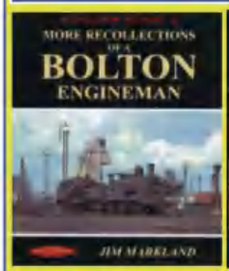

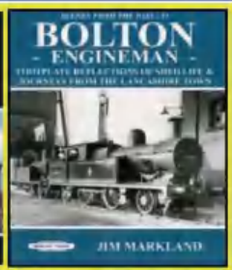

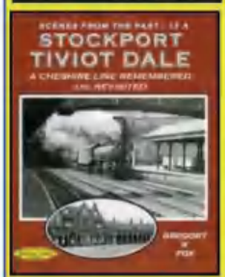

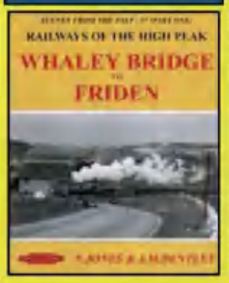

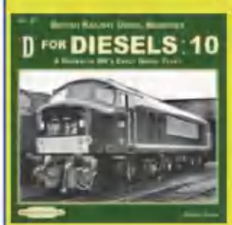

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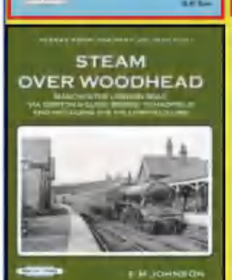

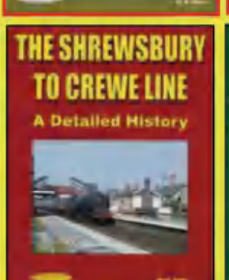

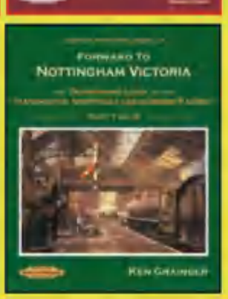

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MYSTERY MARKINGS

COULD any of your readers enlighten me about the 'embellishments' to the livery of Western Region Mk.1 coaches that can be seen in photographs from the period 1966-1971?

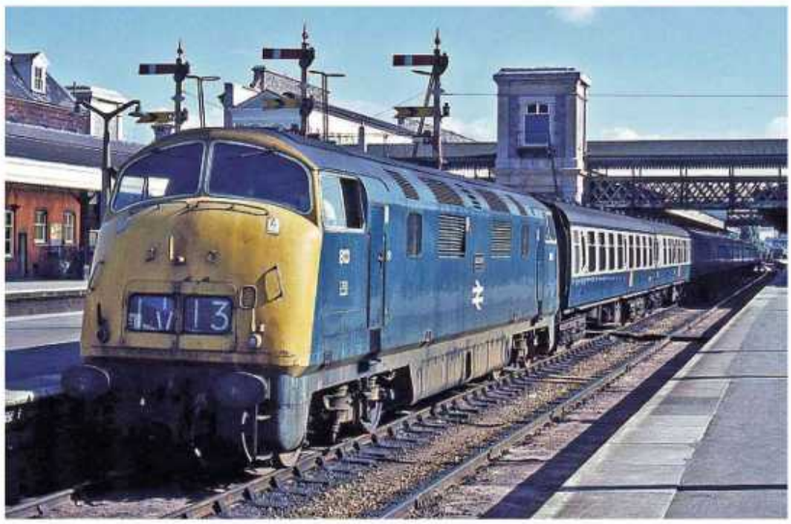
Captions to photographs I have come across never seem to mention them, and I have never seen a close-up shot.

What I am referring to is the large, predominantly yellow, square-ish transfer/painted patch placed alongside the coach roundel on maroon-liveried vehicles and similarly placed off-centre on blue/grey types.

The patch appears to bear three horizontal elements or lines of text. It is tempting to guess that, being situated by a central door, it may read 'Mind the gap'.

However, some photos show the feature is carried by vehicles without a centre door.

Brian Martin
Milton Keynes



Blue-liveried 'Warship' No. 813 *Diadem* at Exeter St David's on August 23, 1970, after arriving with the 13.10 from Waterloo. The coaches carry the 'mystery' yellow panel on their sides by the centre doors. Derek Jones

'CLAYTON' AT THE NYMR: It was great to see the Diesel Traction Group's Class 17 getting a proper run out at the Severn Valley Railway gala (cover story, November issue). I remember this unique loco from its time at the North Yorkshire Moors Railway – so thought I would share this photo of it waiting to leave Grosmont in October 1983, when it was still carrying Ribble Cement livery from its days in industrial use. Mike Santon, by email

SHARPNESS LOCOS

I WAS interested to see the first arrival at Sharpness Dock Engine Shed (headline news, October issue) for the Vale of Berkeley Railway scheme, and thought this image taken back on March 19, 1987 would be of interest.

It shows the building in use as an operating facility for the British Waterways Board's (BWB) internal rail system locos.

No. DL2 (01002) was Bagnall No. 3151 of 1962, and No. DL1 (01001) was Ruston No. 463150 of 1961 – their Class 01 numbers should not be confused with those carried by the Holyhead breakwater locos.

At this time, the BWB locos were dealing with rail deliveries of scrap metal for the Coopers Metals yard within the dock area. This yard is still present, now owned by EMR, and still rail connected in part. This rail traffic ended in the early 1990s, after which the locos were transferred elsewhere.

Richard Giles
Clevedon, Somerset

PADDINGTON DIESELISATION NOT QUITE COMPLETE

THE photograph of No. 7029 *Clun Castle* at Paddington (Time Traveller, November issue) was not taken on the occasion of the last scheduled steam-hauled train but the last steam-hauled Banbury working that ran on Friday, June 11, 1965 – the 16.15 to Banbury.

At that time I had just finished my GCE school exams and the Whitsun half-term holiday gave me the opportunity to go up to Paddington to take some photographs. My plans changed when I found the Western Region was offering a half-day excursion on the 16.15 to Bicester for 7/6 (37½p) or Banbury for 10/- (50p) – so I promptly phoned home to say I would be rather late. I chose to go to Bicester, and returned from there behind a Brush Type 4.

Steam continued to appear at Paddington on non-scheduled workings until Saturday, November 27, when *Clun Castle* – subsequently found to be suffering from a steam leak – did indeed officiate on what was said to be the last steam-hauled train from the terminus, and I was again fortunate to be able to travel on that occasion.

We were late on the return at Swindon due to *Clun* struggling with the 10 bogies up Sapperton bank and, although the intention had been to run up from Swindon to Paddington in 65 minutes with diesels Nos. D6881/2, the final leg did not produce any sparkle.

Steam continued to appear at Paddington after November 27, (supplying steam heat to coaching stock because of problems with the boilers on the Brush Type 4s) – but as these were 'Black Fives', they did not count at Paddington!

Officially the final steam arrival was an LCGB railtour hauled by restored No. 4079 *Pendennis Castle* on the evening of Saturday November 20, 1965.

Frank Spence
Thorpe Bay, Essex

Thanks also to Mark Alden for pointing this out. Clun Castle *worked both the last Banbury in June and last scheduled steam departure of all in November 1965, and the slide we used was incorrectly labelled – Ed.*

PRE-TOPS DIESELS

COULD I gently take you to task about the caption accompanying the 'Dieselisation of Paddington' photo on page 30 of the November edition?

I understand completely why you have used more modern, perhaps more widely understood, names for the diesel locos, but they are of course wrong in the context depicted.

We always called the locos that became '47s' Brush Type 4s, while '37s' at the time were just Type 3s. No enthusiast present at Paddington that day would know anything about TOPS!

I am sure some would say I am nit-picking, but as a record of an historical event, the photo is wrongly labelled.

Adrian Rowland
By email

Christopher Westcott & Piers Connor

Twenty years of Cravens Heritage Trains

Preservation group Cravens Heritage Trains has the goal of restoring not one but two former London Underground units to full running order, as well as the former signal cabin at Epping and other projects.

Cravens Heritage Trains' 1960 Stock unit waits at North Weald during the 'End of Tube' event at the Epping Ongar Railway on September 28, 2014. Christopher Westcott

SEPTEMBER 2014 saw Cravens Heritage Trains (CHT) operate its three-car Cravens 1960 Stock unit as part of the 'End of Tube' event hosted by the Epping Ongar Railway, recreating the final London Underground services between Ongar to Epping on September 30, 1994.

Although it was powered by LU diesel locos, the EOR not having the necessary fourth-rail electrical power supply, this was a significant step towards getting the unit back running on the LU network, which is a major goal of the group.

CHT, or the Cravens Preservation Group as it was first known, was formed just over 20 years ago after LU closed the Epping to Ongar branch. Taking its name from Cravens Ltd, the Sheffield-based company that built the unit, it was made up of members of the Ongar Railway Preservation Society (ORPS), who also had hoped to acquire the line.

Cravens unit Nos. 3906+4927+3907 had formed the final service before closure, and so was seen as an important part of the branch's history, in view of the type's association with the line.

The aim of the Cravens Preservation Group was to preserve the unit in working order and operate it on the Ongar branch, while also operating occasional railtours on the Underground network. After successfully acquiring the unit, the group found it had sufficient funds left over to also obtain a four-car 1962 Stock train.

NAME CHANGE

The group changed its named to Cravens Heritage Trains in 1997, becoming a non-profit limited company in June 1999. Then in June 2001, it leased the former Epping signal cabin from London Underground, which had been closed in 1996.

CHT has also lent its support and assistance for other heritage projects. When 1959 Stock and 1962 Stock units were being withdrawn in the 1990s, there was an initiative that originated within the Piccadilly Line staff to save a unit of each stock for operating heritage services on the Underground. Sadly, though, despite assistance being offered by CHT, the proposal failed to develop due to the inability to identify a suitable secure location to keep the train within a very limited timescale.

CHT has a close relationship with the London Transport Museum, despite being an entirely separate organisation, which works well as the units and artefacts it owns do not replicate those owned by the museum. CHT also works closely with departments within Transport for London and external organisations to acquire redundant assets.

CRAVENS UNIT

By the end of the 1950s, the Standard Stock that operated on the Central Line was in need of replacement. London Transport (LT) ordered a dozen prototype driving motor (DM) cars from Cravens to test a new design.

The first of the Cravens 1960 Stock units, as they were officially known, entered service on the Central Line in November 1960. However, the urgency to order new rolling stock meant that there was insufficient time for it to be fully evaluated. Consequently, LT placed another order with Metro-Cammell of Birmingham for trains very similar to the 1959 Stock already in use on the Piccadilly Line. This second order became known as 1962 Stock.

When introduced, the Cravens units were formed into six four-car units using two DM cars at either end with two refurbished pre-1938 Standard Stock trailers in between. Following the introduction of the 1962 Stock on the Central Line, five of the Cravens units were experimentally equipped for Automatic Train Operation (ATO), to operate the Woodford to Hainault shuttle service. This had been set up to test the system that was later to be used on the Victoria Line. Although isolated when the ATO experiment ended, some of the equipment still survives inside the preserved Cravens unit.

By 1981, the life-expired Standard Stock trailers in three of the units had been replaced by a single refurbished 1938 Stock trailer. A fourth 1938 Stock trailer had also been refurbished for use within the Underground's Track Recording Train, which also uses Cravens DMs, but in the end, a spare modified 1973 Stock car was used instead.

Three Cravens units were converted to one-person manual operation after the cessation of ATO working between Hainault and Woodford. In 1990, two of them were painted red to commemorate the 125th anniversary of the Ongar to Loughton line. By this time, the Cravens units were being increasingly used to operate the Epping to Ongar shuttle service, which they continued to do until the line closed at the end of September 1994.

The unit, formed of cars Nos. 3906+4927+3907, became the focus of the Cravens Preservation Group, simply because it operated the final Underground service to leave Ongar.

The unit's 1938 Stock centre trailer had originally been numbered No. 012229. It was constructed by the Birmingham Railway Carriage and Wagon Company, and has the distinction of being the final vehicle of its type to carry London Underground passengers in normal service.

The Cravens Preservation Group decided to keep the three-car unit as a 'time capsule' of its condition during its final few months of passenger operation. The unit performed its first heritage tour over the eastern section of the Central Line on July 9, 1995.

It continued to operate a number of tours across the Underground until 2003, one of which was an after-running-hours rail tour called the 'Central Centenarian', which ran over the Central Line on July 30, 2000.

However it was not until the Epping

No. L11 sits on its short length of track just west of Epping station. Bob Yeldham

CHT's 1962 Stock unit is undergoing long-term restoration at Hainault depot. Robert Ward

An external view of Epping signal cabin. Tony Biggs.

Ongar Railway's 'End of Tube' celebrations in September 2014, that the Cravens unit carried passengers again, following a lengthy overhaul programme at Northfields Depot. CHT is now seeking the necessary certification to enable the Cravens to resume operation on London Underground.

1962 STOCK UNIT

The majority of the 1962 Stock was built by Metro-Cammell, with trailers being constructed by British Railways in Derby. They operated on the Central Line between April 1962 and February 1995, when they were replaced by the 1992 Stock that still operates on the line today.

Similar in appearance to the 1959 Stock, the 1962 version was fitted with outer stabling lights, whereas the earlier units had them located towards the inner cab, next to the 'M' front cab door. There were also other technical differences – for example, the 1959 Stock has motor generators, whereas the 1962 Stock has motor alternators – although both types of unit could operate together in a single train.

The Cravens Preservation Group decided to try and save a 1962 Stock unit because they had a long association with the Central Line and, more specifically, the Epping to Ongar branch, much like the Cravens trains.

The unit chosen was formed of Nos. 1506+2506+9507+1507, which was known to have operated on the branch and was also in the best operational condition of those available at the time. Although some 1962 Stock was also used on the Piccadilly and Northern Lines, no records indicate that this unit served anywhere but the Central throughout its service life.

Over the years, a considerable amount of work has been done to conserve and restore the unit. On the exterior, the roof sections have been refurbished, with many rivets replaced and a fresh coat of black paint applied. The interior has also been the subject of attention, mainly to the woodwork, in particular the window surrounds.

The mechanical and electrical aspects of the unit's restoration are yet to be tackled, mainly due to the anticipated high cost involved, and CHT is keenly aware that obtaining the necessary funding is critical.

Obtaining 'main line' certification for the Cravens unit is the current priority. But once that has been achieved, CHT will focus on bringing its 1962 Stock unit back to operational condition, intending to make it available to operate on rail tours or at heritage events, and one option being considered is applying for a Heritage Lottery Fund grant.

EPPING SIGNAL CABIN

The aim is to return the cabin to its former working condition, reinstating the lever frame mechanism and hosting a signalling museum in the building.

Under the guidance of Bob Yeldham, a retired London Underground service controller and now CHT's head of projects at Epping, a regular contingent of volunteers have made significant progress since May 2014 to get the cabin prepared for the lever frame, which was recovered from Hainault depot in 2006.

The cabin is undergoing complete internal and external repairs and decoration, including the replacement of modern fittings by acquired period examples. The original colour schemes are also being restored to get the building looking as it did when it opened in 1949.

"CHT acquired the unit that ran the final LU service from Ongar"

When the restoration is complete, the aim is to give the working lever frame a 'feel of originality', linking it with a computer to simulate train movements. In addition, the relay room will house a variety of working signalling equipment and GER/LT artefacts, along with space for visiting model railway layouts. CHT is also keeping some other plans for the relay room under wraps until the day of opening.

Apart from creating a museum, CHT also wants to highlight the dangers of railways and the systems that maintain safety. Education is important, and will be part of the experience. Moving forward, there are plans to implement a structure of departments – such as signalling, engineering, IT, and maintenance.

ACTON WORKS SHUNTER

Although still owned by LUL, the unique former Acton Works shunter No. L11 is being looked after by CHT at Epping station. The loco was constructed using two 1931-built Standard Stock cars (Nos. 3080 and 3109) in 1964. The air systems and braking components were relocated into what remained of the passenger compartment to form a Bo-Bo locomotive that undertook low-speed shunting duties at Acton. It was fitted with both Tube and sub-surface couplings at one end. Initially painted in maroon livery, it was repainted yellow in 1983, and remained in use until the early 1990s.

In 2004, the then chair of CHT, Bob Yeldham, was approached by LU's Asset Disposal department to see if CHT could take it on. The LT Museum had no space for it, and as it needed to be removed from Acton Works, the only other option available to London Underground was to scrap it.

CHT agreed, and No. L11 was relocated to a site next to Epping station. A small length of track was supplied by LU, and the loco was moved from Acton by road, which was recorded for the ITV programme 'The Tube'.

The loco was repainted soon after its arrival, and more recently it has received further cosmetic attention, including repairs to rotting body work, roof panels and cab floors. In February this year, the lighting circuit was tested and, although found to be working, a decision was made to install new wiring with hidden modern safety devices.

One question frequently asked is: 'Could L11 be made to run again'? Although theoretically possible, it is highly unlikely to do so on LU metals. Instead, a diesel generator could be installed in the main body, but the cost is likely to be prohibitive and would make it no longer an authentic vehicle.

In the immediate future, No. L11 will be painted in either Engineers' Yellow or Bullock Maroon, as it has carried both liveries. It is possible that the compressors could be made to work to provide a 'feel' of reality. The intention is also to use the area around the loco to display demonstration signalling, to depict how No. L11 was used before automatic train protection and operation was installed on the LU network.

MEMBERSHIP

Today, CHT is made up of around 135 members, and is funded mainly through subscriptions and donations. The group welcomes new members, and details can be obtained from the membership secretary, Fred Vincent, at 45 Weald Road, Hillingdon, Middlesex UB10 0HQ. Further information can also be found on CHT's websites: www.cravensheritagetrains.co.uk and www.eppingsignalcabin.com.

David Russell

IN BRIEFS

OBITUARY

MALCOLM GIBBONS, a popular figure in the railtour business, passed away on September 26 aged 68 after a short illness. Malcolm started in the charter train industry in the 1980s when he volunteered his services as a steward for Victoria Travel. With his father, Bob, he then helped set up Railtours North West, running excursions primarily for the daytrippers. Railtours North West also ran several tours in conjunction with A1A Charters, which helped market a number of Class 31-hauled trains. Other trains were run for special causes, including two for St John the Baptist Church in Burscough, where his funeral took place on October 19.

For the past decade, Malcolm had assisted Compass Tours and, more recently, stewarded on West Coast Railways excursions. It was on one of these, the 'Fenland Norfolkman' on August 28, that he became unwell and was admitted to Southport hospital the following day with an acute kidney infection.

Following his untimely death, a WCRC excursion from Hereford to Blaenau Ffestiniog on October 10 carried a wreath in his memory.

CHARITY ORGANISER AWARD

TIM Brawn of First TransPennine Express, who has helped organise several trains for charity in association with the BLS, and has also been involved in the 'Three Peaks by Rail' special train, has won the David Maidment Award for Charity in the 2015 RailStaff Awards.

New season railtour diary starting to take shape

Charter companies announce plans for the early part of next year.

THE charter train programme for 2016 is starting to take shape, with a number of promoters announcing details of forthcoming tours in recent weeks.

After a very busy 2015, the Branch Line Society's first trip of the new year is scheduled to take place on January 23 with a trip from Carnforth to Cleethorpes, visiting West Burton Power Station on both the outward and return legs, enabling comprehensive coverage of the complex set of connecting lines between the main line and power station. Class 37 power is expected to feature, along with a Class 47 or 57 for train heat purposes. February 7 should also see an EMU-operated 'Tracker' tour take place.

UK Railtours has a 'Forgotten Tracks' excursion in March, visiting Parkandillack and Fowey, but it is two trips later in the year which are a little out of the ordinary. On May 14, the Belmond British Pullman is being hired for a tour from Victoria to Minehead, and this will feature Class 59 haulage, with the possibility of two examples appearing as the tour is booked to reverse at Westbury. Class 59s appeared at the head of the train on 10 occasions between 2000 and 2006, these being for operational reasons rather than being at the request of the promoter. In August, a weekend trip to the Edinburgh Military Tattoo will employ the 'Northern Belle' rake of coaches, the first time this has been used by UK Railtours.

West Coast Railways has announced a number of tours in its 'Spirit of the Lakes' and 'Great UK Railtours' programmes, the latter being the new name for the series of tours initially marketed under the 'Compass by West Coast' name early in 2015.

Both sets of tours feature similar tried and tested routes and destinations as previous years, with the first trips being a Milton Keynes-Carlisle tour on February 20 and St Neots-Carlisle train the following week. Windsor, Norwich and Portsmouth are among the other destinations which feature.

MORE PRESERVED ACTION?

2015 has been a poor year for those who like to ride behind preserved traction on the main line, with just 'Deltic' No. D9009 (55009) *Alycidon* and two Class 47s (Nos. 47580 *County of Essex* and 47773) appearing on charter trains.

As mentioned in last month's issue, the CFPS is hoping to use 'Whistler' No. 345 (40145) on tours in 2016, operated by DB Schenker, and is in the process of having the loco put back on the TOC's list of approved traction. Also likely to appear at the head of a train is 'Western' No. D1015 *Western Champion*, which is now back in action. A trip to Penzance in May with this popular diesel-hydraulic has been suggested.

Another loco which should return to main line use and appear on charters is the Scottish Thirty Seven Group's No. 37025 *Inverness TMD*. Expect it to appear on some SRPS charters. Other types of loco remain elusive on charters – the only Class 50s and 56s which are main line certified and operational are not on the approved suppliers list for any of the charter TOCs.

Followers of electric locos will be pleased that Class 86 No. E3137 (86259) *Les Ross* is now back in service after replacement of its wheelsets. The loco is expected to appear on the Euston-Carnforth and Faringdon Junction-Euston legs of six 'Winter Cumbrian Mountain Express' trips between January 30 and March 12, which are being promoted by the Railway Touring Company.

Hopefully, with No. 86401 *Mons Meg* now back in traffic – hired in by GB Railfreight for sleeper stock movements into and out of Euston - it will be able to use the loco on one of its charity trips during the course of the year.

Having been withdrawn in 2002, it has not hauled a passenger train for more than 13 years.

DEVON RARITY: Great Western Railway and the Branch Line Society ran a charity HST tour from Paddington to Devon on October 10, which visited Buckfastleigh on the South Devon Railway and the Newton Abbot to Heathfield branch twice. The train was formed of a set newly reliveried in GWR green colours, with power cars Nos. 43187 and 43188. The train is pictured passing the largely obscured ball clay works (right) on the approach to Heathfield with the 1Z69/15.02 departure from Buckfastleigh. This is believed to be only the second HST to traverse the line, and could possibly be the last arrival there, as the branch is now otherwise devoid of traffic. The tour raised money for the First Devon & Exeter Prostate Cancer Fund. David Mitchell

FORTHCOMING TOURS FOR DECEMBER

Date	Tour Name	From-To	Motive Power	Promoter
1	Canterbury Christmas Carols	Victoria-Canterbury	Unspecified (DBS)	BBP
2	Bath at Christmas	Victoria-Bath	Unspecified (DBS)	BBP
2	Christmas Lunch	Cardiff/Swindon circular	Unspecified (DRS)	BNB
2	Oxford for Carols	Horsham-Oxford	Unspecified, Steam: 61306	SD
3	Christmas Lunch	Victoria circular	Unspecified (DBS)	BBP
3	Christmas Lunch	Cardiff/Neath circular	Unspecified (DRS)	BNB
4	Lincoln Christmas Market	Victoria-Lincoln	Unspecified (DBS)	BBP
4	Christmas Lunch	Birmingham/Wolverhampton circular	Unspecified (DRS)	BNB
4	Christmas Cracker	Linlithgow-Lincoln	Unspecified (WCRC)	NER/SRPS
5	Christmas Lunch	Victoria circular	Unspecified (DBS)	BBP
5	Christmas Lunch	Manchester/Preston circular	Unspecified (DRS)	BNB
5	Salisbury Star 2	Hastings-Salisbury	DEMU 1001 (HD)	HD
5	York & Durham Noel Explorer	Taunton-Newcastle	Class 67 (DBS)	PT
5	Bath Christmas Market	Three Bridges-Bath	Steam: 34067	RTC
5	Lindum Fayre	King's Cross-Lincoln	Steam: 46233	RTC
5	Cathedrals Express	Euston-Carlisle	Unspecified, Steam: TBC	SD
5	Edinburgh Christmas Statesman	Holyhead-Edinburgh	Unspecified (WCRC)	SR
5	Lindum Christmas Fayre	Tyseley-Lincoln	Steam: 4965	VT
5	Festive Jorvik Express	Worcester-York	Unspecified (WCRC)	WCRC
8	Christmas Lunch by Steam	Victoria circular	Steam: 60163	BBP
8	Christmas Lunch	Glasgow circular	Unspecified (DRS)	BNB
8	Christmas Sussex Belle	Victoria circular	Steam: 34067	RTC
8	Swaythling Bands	Waterloo-Fawley	Unspecified (DBS)	UKR
9	Winchester at Christmas	Victoria-Winchester	Unspecified (DBS)	BBP
9	Christmas Lunch	Edinburgh/Perth circular	Unspecified (DRS)	BNB
9	Cheltenham Christmas Market & Worcester	Victoria-Worcester	Steam: 61306	SD
9	Fifth Continent	Victoria circular	Unspecified (DBS)	UKR
9	Festive Settle Scotsman	Todmorden-Edinburgh	Unspecified (WCRC)	WCRC
10	Belmond Le Manoir aux Quat'Saisons	Victoria-Oxford	Unspecified (DBS)	BBP
10	Christmas Lunch	Newcastle/Darlington circular	Unspecified (DRS)	BNB
10	York Yuletide Express	Norwich-York	Steam: 46233	RTC
11	Christmas Lunch	York/Doncaster circular	Unspecified (DRS)	BNB
12	Christmas Lunch by Steam	Victoria circular	Steam: 60163	BBP
12	Christmas Lunch	Norwich/Ipswich circular	Unspecified (DRS)	BNB
12	Yuletide East Yorkshireman	Swindon-Scarborough	Class 37x2 (DRS)	PT
12	Christmas White Rose	King's Cross-York	Steam: 46233	RTC
12	Salisbury Christmas Market	Ashford-Salisbury	Unspecified, Steam: 61306	SD
12	Edinburgh Christmas Statesman	Wolverhampton-Edinburgh	Unspecified (WCRC)	SR
12	Festive Winchester	Cambridge-Winchester	Unspecified (DBS)	UKR
12	Christmas White Rose	Tyseley-York	Steam: 5043	VT
12	Festive Bath & Avon Explorer	Preston-Bristol	Unspecified (WCRC)	WCRC
15	Canterbury Christmas Carols	Victoria-Canterbury	Unspecified (DBS)	BBP
15	Sherborne Christmas Carol	Victoria-Yeovil Junction	Steam: 34067	RTC
15	Christmas Lunch	Nottingham/Sheffield circular	Unspecified (DRS)	BNB
16	Christmas Lunch	Victoria circular	Unspecified (DBS)	BBP
16	St Nicholas Fayre	King's Cross-York	Steam: 61306	SD
16	Festive Capitals Express	Barrow-Kensington Olympia	Unspecified (WCRC)	WCRC
17	Christmas Lunch	Victoria circular	Unspecified (DBS)	BBP
17	Christmas Lunch	Birmingham/Coventry circular	Unspecified (DRS)	BNB
17	Christmas White Rose	Cambridge-York	Steam: 46233	RTC
18	Christmas Lunch	Victoria circular	Unspecified (DBS)	BBP
18	Christmas Lunch	Crewe/Stoke circular	Unspecified (DRS)	BNB
18	Festive Settle Scotsman	Blackpool-Edinburgh	Unspecified (WCRC)	WCRC
19	Christmas Lunch	Crewe/Liverpool circular	Unspecified (DRS)	BNB
19	Festive Chester & Manchester	Bristol-Manchester	Class 57 (DRS)	PT
19	York Yuletide Express	Victoria-York	Unspecified, Steam: 46233	RTC
19	Winchester Market	Southend-Winchester	Unspecified, Steam: 61306	SD
19	Edinburgh Christmas Statesman	Cambridge-Edinburgh	Unspecified (WCRC)	SR
19	Beverley at Christmas	King's Cross-Beverley	Unspecified (DBS)	UKR
19	Chester Carols	Tyseley-Chester	Steam: 4965	VT
19	Edinburgh Christmas Special	St Neots-Edinburgh	Unspecified (WCRC)	WCRC
22	White Cliffs Christmas Circular	Victoria circular	Steam: 61306	SD
30	Waverley	King's Cross-Tweedbank	Class 66x2, 90 (DBS)	UKR
31	New Years Eve	Victoria circular	Unspecified (DBS)	BBP
31	Peppercorn Phoenix	Finsbury Park-Newcastle	Class 90, Steam: 60163	UKR/A1SLT

Promoter Codes:

A1SLT – A1 Steam Loco Trust, **BBP** – Belmond British Pullman, **BNB** – Belmond Northern Belle, **HD** – Hastings Diesels, **NER** – North East Railtours, **PT** – Pathfinder Tours, **RTC** – Railway Touring Company, **SD** – Steam Dreams, **SR** – Statesman Rail, **SRPS** – SRPS Railtours, **UKR** – UK Railtours, **VT** – Vintage Trains, **WCRC** – West Coast Railways.

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NWPG National Wagon Preservation Group

We are struggling to find a home for 3 KFAs which could soon be in preservation.... enquiries are ongoing but if someone can accomodate us please get in touch. The wagons can earn their keep with containers on top of them providing vital storage space.

Our next event is at **Warley NEC on November 28/29**

The National Wagon Preservation Group (formerly The MGR Appeal) is appealing for members and donations in order to raise funds in order to preserve a select few wagons coming up for disposal. The group's current collection comprises of two MGR coal hoppers and a RNAD box van for storage, located at The Chasewater Railway and Barrow Hill respectively.

Currently, one of the MGR hoppers, HMA 355798 is undergoing restoration back to it's original condition.

The wagons that are coming up for sale are Icons of British Rail Engineering Limited; including the HEA coal hopper; OAA Basket wagon; SPA steel side coil and the BAA bogie bolster steel wagons. However without donations from the public, these wagons will be vunerable for disposal by the scrapman and we cannot sit back and let this happen.

Our aim is to preserve and exhibit a selection of wagons built since the formation of British Rail in 1948. The group consensus is to focus on wagons built within the last 50 years, however we would not overlook any older wagon should it be considered at risk.

Often, wagons are overlooked in preservation for the locomotives and coaches that provide a revenue earner for the line. Typically, wagons have a shorter life span than locomotives and passenger stock and it has been noted in the past where en-masse scrappings over a short period of time have seen entire classes of wagons disappear for good.

The NWPG are looking to turn this around, not only preserving these historically important pieces of rolling stock but also to create detailed histories of the wagons we preserve for all to read.

We have currently preserved two MGR coal hoppers and are now turning our attention to preserving other wagons that are considered at risk.

Photos attached are our coal hoppers and the two types of steel wagons that are coming up for sale

www.crowdfunder.co.uk/NWPG www.nwpg.co.uk

The signalling DVD of the year...

FAREWELL TO ARMS

Barnetby, Wrawby Jcn & other boxes

The 60-mile route from Scunthorpe to Cleethorpes is due to be re-signalled at the end of 2015. Thanks to the co-operation of Network Rail and their signalling staff, this DVD features the workings of all ten signal boxes along the route. They include Barnetby East and Wrawby Junction, which between them represent one of the last remaining strongholds of manual semaphore signalling. In this DVD you will see the Signallers working the levers and block instruments in much the same way as more than a century ago in Victorian times.

This DVD features the workings of the following signal boxes – Appleby, Elsham, Wrawby Junction, Barnetby East, Brocklesby Junction, Ulceby Junction, Roxton Sidings, Stallingborough, Marsh Junction and Pasture Street. ***PLUS*** there's Immingham Reception, Immingham West, the original Immingham East box and the Grimsby Light Railway. However, this programme is not confined to just the inside of the signal boxes - there are plenty of unique views from the boxes of the constant flow of passing passenger and freight trains. If you have ever stood on Barnetby station and wondered how Barnetby and Wrawby Junction signal boxes operate, then wonder no more. It's all in this DVD.

With a running time of 110 minutes, FAREWELL TO ARMS is available on DVD priced at £19.95 (post free) from the address or website below. Alternatively, you can pay by credit or debit card by calling our

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‘Rat’ visits Ecclesbourne Valley for 2016 season

Class 25 heads to Wirksworth for one year visit.

The final day of Spa Valley Railway’s diesel gala on October 25 was blessed with blue skies and autumnal sun as green-liveried Class 25 No. D7629 (25279) works the 12.20 Tunbridge Wells West-Eridge at Forge Farm crossing, near journey's end. The ‘25’ has now been moved to the Ecclesbourne Valley Railway. Jonathan Hughes

RUDDINGTON resident Class 25 No. D7629 (25279) has been moved to the Ecclesbourne Valley Railway, where it will remain until around October 2016, before returning to the GCR (North).

The Sulzer Type 2, which arrived at its temporary new home on October 14, is to be used on ‘Santa Specials’ at the Ecclesbourne Valley Railway, and will also see use throughout the 2016 season. The line’s resident ‘Goyle’, No. 31414, has been out of traffic since July when it failed with an electrical fault.

Expected to return for the 2016 season is ‘Crompton’ No. 33103 *Swordfish*, which departed on October 15 after its summer visit. It is planned that the loco will return in January, once it has completed its ‘Polar Express’ duties at the Dartmoor Railway.

‘CHOPPER’ FOR RUDDINGTON

The temporary departure of No. D7629 from the Great Central Railway (Nottingham) has resulted in the railway being in need of an additional vacuum braked diesel for its ‘Santa’ operation. As a result, Class 20 No. D8098 (20098), which has been on loan to the Spa Valley Railway in recent months, is moving to Ruddington for a period before it returns to its base at the Great Central Railway.

Green Class 20 No. D8098 (20098) in the unlikely location of Eridge, East Sussex, on October 23 – the first day of Spa Valley Railway’s three-day autumn diesel gala. The ‘20’ will now move to the GCR(N) to cover for No. D7629. Neil Walkling

IN BRIEF

SWANAGE TC GROUP SIGNS 99-YEAR LEASE

THE future of the Swanage 4-TC Group's unit (made up of car Nos. 76298+70855+70824+76322) has been secured following the signing of a 99-year agreement with the Swanage Railway Trust. The deal guarantees a permanent home for the unit, which will now come under the umbrella of the trust. The 4-TC, which was acquired from London Underground, is currently stored at the Midland Railway-Butterley. It is possible that another DTSO (Driving Trailer Standard Open), No. 76275, could be acquired and used in the set once restored.

DAWLISH CAMPING COACH SITE TO CLOSE

THE Brunel Camping Coach Park at Dawlish Warren will close after the 2016 season, which ends on September 3. The site houses eight vehicles, which were converted to Camping Coaches by apprentices at Swindon Works in 1982. Removal of the vehicles will prove difficult as the site, which has been used for this purpose since 1952, is no longer rail connected.

'PEAK' DEVELOPMENTS

AFTER around four years out of service, the Peak Locomotive Company's No. 46045 was fired up on October 25. The 'Peak' has had work carried out on its generator as well as having had attention to its cylinder liners and bodywork. It is hoped the loco will be back in traffic in 2016, the first appearance of a Class 46 in action since 2013. Of the other two survivors, No. 46010 is stopped undergoing repairs at Ruddington, while No. 46035 *Ixion* is awaiting movement from Crewe Heritage Centre to Peak Rail.

'86' BACK IN ACTION

FOLLOWING replacement of its life-expired wheelsets, No. 86259 *Les Ross* undertook test runs from Willesden to Watford Junction and back on October 7 and 9, and it returned to service on October 17, when it hauled the 'Cumbrian Mountain Express' from Euston. The replacement wheelsets have come from Europhoenix machine No. 86246. The swap was carried out at Willesden depot.

MK.1 LEAVES EXMOUTH

DEVELOPMENT work on Exmouth seafront has resulted in a Mk.1 coach, which has been the home to a cafe since 2007, having to be removed from the site. TSO No. 4039 has been relocated to the Lappa Valley Railway in Cornwall, where it will continue to be used as a cafe.

'WHISTLER' GENERATOR RETURNS FROM OVERHAUL

THE overhauled generator of No. D213 *Andania* has been returned to Barrow Hill, with the Class 40 being re-united with its power unit/generator on October 22.

NRM 'Deltic' to go green

JUST a few weeks after the Deltic Preservation Society announced it will paint No. D9009 (55009) *Alycidon* into blue livery following a sponsorship deal, the National Railway Museum has revealed that its classmate – No. 55002 *The King's Own Yorkshire Light Infantry* – is to be repainted into original two-tone green. This will be done in time for it to be displayed alongside newly-restored A3 steam loco No. 60103 (4472) *Flying Scotsman* at York in 2016.

The NRM will stage an exhibition of locos that operated on the main East Coast route between London and Scotland over a time span of more than 100 years. This will run from March 25 to May 8 and will also feature GNR Stirling Single No. 1 and Ivatt Atlantic No. 251. The 'Deltic' will carry a winged thistle headboard.

In addition to its repaint, which is being carried out at Locomotion, Shildon, No. 55002 is to undergo bodywork restoration. The work, which was due to begin on October 28, is expected to take around 22 weeks. The loco will emerge as No. D9002 with small yellow warning panels, rather than its 1980/81 'celebrity' livery as No. 55002, with full yellow ends and plated over headcode panel.

As No. D9002, it was the first 'Deltic' to lose its two-tone green livery in favour of BR blue, the repaint being carried out at Doncaster Works in October 1966.

PIONEER '37' TO BE REPAIRED

CLASS 37 No. D6700 – another loco which forms part of the National Collection – is to be moved from York to Barrow Hill for attention. The loco has been out of traffic since October 2014, when it suffered a traction motor flashover at the North Yorkshire Moors Railway. Its traction motors are to be sent away for overhaul.

'THUMPERS' VISIT ST PHILIPS MARSH: Two Class 205 DEMUs from the Dartmoor Railway were hauled from Okehampton to St Philips Marsh for tyre turning on October 19, both returning on October 26. No. 31601 *Devon Diesel Society* was used to carry out both moves, the outward working pictured ready to depart from Okehampton. Martin Duff

'WESTERN' IN A DIFFERENT LIGHT: The 'Locos in a Different Light' exhibition at the NRM in York, part of the city's annual light festival, included this view of Class 52 No. D1023 *Western Fusilier* on October 28. The exhibition sees teams of students competing to produce the most dramatic lighting effects in the darkened museum, which opens late until 22.00 during the four-day event. Steve Donald

2-HAP PROGRESS: **Work is progressing on repairs to Class 414 2-HAP unit No. 4308 at Locomotion, Shildon. It is receiving attention as part of 'Project Commuter', in conjunction with the Network SouthEast Railway Society. It is hoped to have the unit completed ready in time to be displayed in June 2016, which marks the 30th anniversary of the launch of NSE.** David Russell

TRIPLE GREY 'CROMPTON': **The Spa Valley Railway's autumn gala saw a return to traffic of Class 33 No. 33063 *R.J. Mitchell*, which has been out of action since January for three cylinder head changes, a complete rebuild of the cab surrounds at both ends, and a repaint into Railfreight Triple Grey livery, with 'Mainline' logos added. It is pictured departing Groombridge on October 23 with the 13.15 from Eridge to Tunbridge Wells West.** John Pearson

IN BRIEF

FIRST LOCO ENTERS NEW A1A SHED AT BUTTERLEY

ONE road of A1A Locomotives Ltd's new shed has now been connected to the rest of the network at the Midland Railway–Butterley, enabling No. 31418 to be moved into the building for completion of its restoration.

The second road was expected to be connected by early November, providing accommodation for up to four locos.

MORE DMUS VISIT PEAK RAIL FOR PAINTING

FURTHER Class 108 DMUs from the Severn Valley Railway fleet have been moved to Peak Rail for contract repairs by Grinsty Rail.

DMCL (Driving Motor Composite Lavatory) No. 52064 returned after attention in early October, when TBSL (Trailer Brake Standard Lavatory) No. 59250 was sent away for attention.

EAST LANCS CLASS 504 EMU SAVED FROM SCRAPPING

THE sole-surviving Class 504 EMU, which faced the possibility of scrapping (see headline news last month), has had this threat removed after being placed in the custodianship of the newly formed Class 504 Preservation Society.

Initially, the new group plans to make the unit secure and watertight once agreement has been reached with the ELR regarding working parties.

Class 504s were a unique third-rail unit dedicated to the Manchester to Bury line, before it was converted to use by trams.

'BABY DELTIC' PROGRESS

WORK on replacing the superstructure on the former No. 37372 is taking place at Barrow Hill, after which new bodyside panels will be fitted.

'Hymek' restarted after 20 years

THE return to service of 'Hymek' No. D7018 took a major step forward on October 9 when the loco was successfully started for the first time in more than 20 years.

Stopped after a major engine failure on August 19, 1995, it was not until October 2002 that the power unit was removed from the loco. The rebuild has involved using a crankcase block acquired from a scrapyard in Portsmouth some years ago.

After its rebuild and repair, the overhauled power unit was lifted back into the 'Hymek' in October 2014, after which final work was undertaken. Over the past 13 years, much other work has been undertaken on the loco to give it a full overhaul, including a rewire, cooler group repairs, some re-skinning work and attention to its bogies (carried out between 2004 and 2006).

More work and tests are needed to be carried out before No. D7018 is in a position to haul a train again, although there is now the prospect of that taking place in 2016. The loco was a regular performer at the West Somerset Railway between March 1992 and August 1995, covering more than 5,000 miles in under four years. Prior to that time, it had been based at Didcot Railway Centre.

■ Another 'Hymek which has been out of action for many years – the Diesel Traction Group's No. D7029 – is still being restored at the Severn Valley Railway. It was displayed at Kidderminster station during the line's diesel gala on October 1-3.

Severn Valley increases diesel running

THE Severn Valley Railway is increasing the amount of mileage available on its midweek diesel turns in 2016.

Instead of just working a single out and back trip from Kidderminster to Bridgnorth, the diagrammed loco will also perform a Bridgnorth to Highley and return trip.

DIESEL DIARY

More 2016 gala dates announced

THE decline in the number of diesel galas over the past couple of years appears to have been reversed, with the return of an event at **Mid Hants Railway** and an increase in events at the **Nene Valley Railway,** where, following a single two-day gala in 2015, the line has reverted back to two events, both of which include Friday operating. The organisers hope to confirm details of visitors for the April event early in the new year.

Another provisional date for the diary is January 24, when **PLEG** is planning on using Traditional Traction's No. 08484 at Locomotion, Shildon, subject to availability.

Diesel Galas

December 29-30: Gloucestershire-Warwickshire Railway (Mixed Traction)
January 2-3: Bo'ness & Kinneil Railway
March 19-20: Great Central Railway
April 1-3: Mid Norfolk Railway
April 2-3: Spa Valley Railway
April 8-10: Nene Valley Railway
April 22-24: Mid Hants Railway
April 23-24: Epping Ongar Railway
May 5-8: Swanage Railway
May 19-21: Severn Valley Railway
June 10-12: North Norfolk Railway
June 17-19: North Yorkshire Moors Railway
July 2-3: GCR (North), Ruddington
July 15-17: Wensleydale Railway
July 29-31: Gloucestershire-Warwickshire Railway
August 5-7: Spa Valley Railway
September 2-4: Mid Norfolk Railway
September 3-4: Dean Forest Railway
September 10-11: Great Central Railway
September 17-18: Epping Ongar Railway
October 14-16: Nene Valley Railway
October 21-23: Spa Valley Railway

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Simon Bendall

Direct Rail Services Class 47s soldier on

DRS' four active Brush machines saw increased use in October, with East Anglia seeing much of the action.

Believed to be the first visit for at least 10 years of a Class 47 to the shared London Underground/Network Rail line between Richmond and Gunnersbury in south west London, DRS Type 4 No. 47818 pulls inspection saloon No. 975025 *Caroline* away from Richmond with the 2Z02/08.02 departure to Norwich. Simon McComb

THE DRS Class 47 fleet continued to defy predictions of imminent withdrawal during October, with the remaining four operational locos enjoying their busiest month for some time.

Reinstated to the XHAC pool at the beginning of the month, No. 47790 *Galloway Princess* emerged from engine repairs at Eastleigh Works on October 6, running to Willesden Brent in the company of Nos. 57309, 66427 and two overhauled nuclear flask wagons.

The Northern Belle-liveried Type 4 powered its first trains since May during the following week, when it set off from Crewe with inspection saloon No. 975025 *Caroline* bound for Manchester Piccadilly and then over the Atherton line to Wigan before heading for Carlisle via Appleby. Five days later, the duo left York for Doncaster, but taking in Leeds, Stalybridge and later Selby on the way.

Meanwhile, Nos. 47805 *John Scott 12.5.45-22.5.12* and 47828 were released from exams at Gresty Bridge on October 7, the pair running light to Stowmarket and then on to Norwich two days later. The 15th found No. 47828 heading to Wolverton to bring back two overhauled Greater Anglia Mk.3 coaches, while No. 47805 had a similar outing the next day, venturing to Doncaster to return new Mk.3 TSOB (Tourist Standard Open with Buffet) conversion No. 10415 to Norwich.

LEAF BUSTING

October 17 saw No. 47818 join its sisters in Norwich after running light engine from Willesden Brent. Thereafter, the trio found themselves deployed on railhead treatment trains (RHTT), supporting their hard-pressed Class 57 stablemates as required. For example, the 20th found Nos. 47805 and 47828 partnered up to tackle the Southend Victoria and Clacton routes while, two days later, Nos. 47818 and 47828 were in harness on the same 3S60 duty.

All three Type 4s were together on October 26 when they worked the 6Z30/08.28 Stowmarket-Dereham; the Mid-Norfolk Railway headquarters being this year's maintenance base for the RHTT sets instead of Norwich Crown Point. Indeed, October 20 saw No. 57009 come to grief at Wymondham while re-joining Network Rail metals with the 6Z31 Dereham-Stowmarket. Derailed on one bogie, the loco blocked the Thetford line until it could be recovered, it later moving to Dereham on the 23rd to await road movement away for repairs. Following inspection, its partner at the time of the incident, No. 57002, returned the RHTT set to Norwich on the same day.

Of the other Class 47s still on DRS' books, Nos. 47810, 47813 and 47853 remain in store at Gresty Bridge, with No. 47841 similarly side-lined at Eastleigh Works.

■ Two more Class 37s have arrived by road at RVEL for overhaul. Newly acquired No. 37413 being the first to pitch up at Derby on October 7, following transfer from Bury, and six days later No. 37038 was delivered from Barrow Hill to take its place in the queue for resurrection, it having been out of traffic for almost two years. E

Second batch of new Class 68s begin to arrive

LATE October proved to be notable for the DRS Class 68 fleet for both good and bad reasons. On the plus side, the first two locos from the second batch, Nos. 68016 and 68017, reached the UK on October 24 when the ship containing them, the *Douwe-S*, docked at Workington. The locos were unloaded from the vessel's hold two days later using a huge road crane brought in specially for the job.

First to touch down was No. 68017, although both locos were then devoid of external numbers, DRS logos and nameplates. The evening of the 26th saw No. 68004 haul its plain blue sisters away as the 0Z23/18.00 Workington Docks-Kingmoor TMD, where they will undergo commissioning and receive their missing adornments.

Meanwhile, No. 68015 set social media alight on October 23 when it suffered a suspected turbocharger fire at High Wycombe while working the 1G25/10.45 Marylebone-Birmingham Snow Hill. Although extinguished by the loco's on-board foam system, four appliances were sent to the scene by the Buckinghamshire Fire & Rescue Service.

Next day, the loco was hauled from Wembley to Crewe by No. 68002 for assessment and repairs.

NEWS ROUND-UP

COLAS RAIL

RESPLENDENT in BR blue, No. 37116 returned to main line action for the first time since 2001 on October 26, it departing Barrow Hill light engine as the 0Z47/13.27 to Derby RTC. Having been reinstated to the COTS pool nine days earlier, it was immediately pressed into use on test train duties. For example, October 29 found the former *Sister Dora* celebrity undertaking a circular outing from Crewe that included Northwich, Chester, Warrington, Altrincham and Stockport.

With testing completed, newly overhauled No. 60026 was reinstated to the COLO pool on October 9 and was at work on Colas' various petroleum flows by the end of the month. With 10 Class 60s now available, if not exactly fully reliable, three Class 56s have been formally stored in the COLS pool at Washwood Heath.

The demise of No. 56094 is no great surprise, it having not worked for 12 months, while troublesome No. 56096 has again been stood down, it last seeing service back on July 27 on the Boston steel duty. More notable is the loss of No. 56105, which was last used on September 30 to deliver the RHTT tanks from York to Kings Norton with No. 56087.

DB SCHENKER

'EUROSHED' No. 66029 returned to France at the end of October, it having moved south from Crewe Electric to Wembley on the 27th behind Nos. 90029, 90024 and 92016 before onwards transfer to Dollands Moor.

Five Class 60s were reinstated to traffic during the month, these taking the form of refurbished silver celebrities Nos. 60066 and 60099, similarly overhauled DB red No. 60091 and the EWS liveried duo of Nos. 60049 and 60071, the latter pair providing short term cover for Class 66s engaged on RHTT work.

Also returned to service in October were Nos. 66046, 66101 and 67017, with Nos. 67004 and 90028 going into store at Crewe Electric for the duration of exams. Also at the Cheshire depot, long absent No. 90040 has again been reinstated to the WEAC pool pending test runs. Out of traffic for over nine years, it remains to be seen if it will make it out this time following an aborted attempt back in the spring.

EUROPHOENIX

THE final four Class 86s remaining at Long Marston for possible resurrection to traffic, Nos. 86229, 86231, 86234 and 86251, have been sold to C F Booth for component recovery and disposal. Plans had existed to overhaul and modernise the quartet for use in the UK, but these have now been abandoned. The news will also mean the end for former Network Rail load banks Nos. 86901 and 86902, which have been held in reserve at Booth's Rotherham scrapyard for some 18 months.

FREIGHTLINER

THE number of Class 70s allocated to Freightliner's Heavy Haul division has been reduced to a mere three following the transfer of Nos. 70002, 70006, 70010 and 70011 to intermodal work in early October, the quartet joining the DFGI pool. Still remaining in the Heavy Haul DFGH pool are Nos. 70003, 70004 and 70005.

GB RAILFREIGHT

AS pictured last issue (page 9), No. 73966 was finally released from Brush Traction on October 6, it running from Loughborough to Craigentinny by way of Chesterfield and the East Coast Main Line. To provide some insurance on the 0Z73/09.08 working, the former No. 73005 was accompanied between Doncaster and Millerhill by No. 66732. It remained on the Edinburgh depot for the rest of the month.

Another of GBRf's new assets, No. 59003, entered revenue service during the month, the 11th seeing it run light from Eastleigh Works to Gloucester via Kemble. Next day, it ventured onwards to Tuebrook Sidings, Liverpool, where it remained for around 10 days. October 23 saw the repatriated GM undertake a driver training run to Latchford Sidings, Warrington, and back in readiness for deployment on working biomass trains out of Liverpool Docks from the start of the following week. No. 59003 is currently hauling these trains over the Bootle branch as far as Tuebrook where the tailing Class 66 takes over for the journey to Drax.

GBRf's most recent batch of Class 66s finally achieved full utilisation during early October with No. 66772 returning to traffic from a short stint at Longport. Of these, Nos. 66767 and 66771 remain based at Plumstead for Crossrail construction trains.

HNRC

STILL awaiting collection at the end of October were recent acquisitions Nos. 31285 and 31465 at Exeter Riverside and Derby RTC respectively. However, mid-month saw both Type 2s transferred from Network Rail's QADD pool to the HNRL allocation.

NEMESIS RAIL

ALSO illustrated last month (page 3), No. 47375 departed Burton for a new life in Hungary on October 5, the former Tinsley favourite being taken by road to Hull Docks for export. Now owned by Continental Railway Solution, it remains to be seen when, or if, the other three Class 47s touted to make the same trip, Nos. 47488, 47701 and 47744, will join it.

UK RAIL LEASING

LATE October saw UK Rail Leasing partly rearrange its loco pools, including the creation of a UKRM allocation for locos affiliated with the company that are not intended for main line use. Transferred across to this pool were 'Slugs' Nos. 37905 and 37906 at Leicester along with Nos. 33008 and 33053, the 'Cromptons' currently residing at the East Somerset Railway and the Battlefield Line respectively.

Out of service at Leicester since early summer, the Class 56 Loco Group's No. 56301 has been added to the operational UKRL pool, indicating that it will no longer be used by DCR, while the Class 58 Locomotive Group's No. 58016 now resides amid the stored UKRS allocation pending an upcoming move from Barrow Hill to the East Midlands depot. No. 56098 has also been reinstated to the active UKRL pool but has yet to see main line use.

CAMERA PHONE PHOTOGRAPHY

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NOKIA LUMIA 635: Newly restored to the main line from preservation in BR Blue livery, former celebrity Type 3 No. 37116 is captured at Crewe on October 27 after arriving with a Network Rail test train from Derby. Green-liveried No. 37057 was at the other end. Chris Cowley.

'ULTRA 73' GOES SOUTH: Rebuilt electro-diesel No. 73951 finally made its first outing away from Derby on October 12 when DRS Type 3 No. 37605 hauled it south to Eastleigh Works via the Midland Main Line as the 0Z73/10.14 departure. During its time at the Arlington works, it will undergo third-rail testing ahead of much-delayed main line trials finally taking place. The loco is pictured at the Works on October 13. Carl Watson

Above: A picture of the brand new railhead treatment train (RHTT) for the Tyne and Wear Metro system. After suffering delays in previous years due to poor rail adhesion, operator DB Regio Tyne and Wear (DBTW) has invested in a sandite wagon. It is seen approaching Cullercoats while working Train 171 from Gosforth Depot to Chillingham Road on October 15, top-and-tailed by battery locomotive BL2 (registered on TOPS as No. 97902) and Metrocar No. 4081. Alex Thorkildsen

Below: Several Class 20s have returned to the main line for RHTT duties this autumn, including DRS' No. 20309, which was at the rear of this working led by classmate No. 20305 at Bridlington on October 26. The trip is the 3S15/17.52 to York via Hull, which had earlier covered lines around South Yorkshire and Grimsby. Duncan McEvoy

Right: The Colas-powered set based at Kings Norton, south of Birmingham, was powered by Class 47s Nos. 47727 and 47739 on October 31. It is pictured at Ledbury, Herefordshire, where it reverses before heading back to Worcester Shrub Hill and Oxford. Matt Dunsby

Below: DRS Class 57s and 47s are working the East Anglian RHTT circuits from the base at Stowmarket. On October 20, Nos. 57010 and 57004 top-and-tail the 3S01/09.20 Stowmarket circular via Ely, King's Lynn, Norwich and Acle – seen passing Poplar Drove at Littleport, Cambridgeshire. Aubrey Evans

Above: We get so used to seeing railhead treatment trains top-and-tailed that it seems unusual when there is just one loco. Such is the case with the Inverness working, which on October 8 is seen at Castleton, near Culloden, behind DBS red-liveried No. 67018 *Keith Heller*. The trip is the 3S95/16.02 from Inverness to the passing loop at Moy, where it runs round and returns to Inverness. It then travels to Perth via Aberdeen, back to Inverness, and finishes with another trip to Moy before the start of services the next day. Graeme Elgar

David Rapson

Powerscene

Our authoritative class-by-class review of the latest newsworthy locomotive workings.

CLASS 20

A HANDFUL of moves involving the transfer of London Underground 'S' Stock kept the quartet of Type 1s Nos. 20118+20132 and 20314+20107 busy during October. For instance on October 9, the foursome top-and-tailed the 7X23/09.08 Derby Litchurch Lane-Old Dalby with 'S' Stock set Nos. 21513/4, before handling the 7X09/11.47 Old Dalby-West Ruislip on October 21 with set Nos. 21481/2.

Seven days later, set Nos. 21483/4 could be found sandwiched between the Type 1s on another West Ruislip-bound trip, passing Leicester at 13.40. Further stock transfers between Litchurch Lane and Old Dalby occurred on October 23 (set Nos. 21467/8) and October 30 with set Nos. 21551/2, all handled by the Class 20s listed above.

GBRf-liveried Nos. 20901+20905 have resumed RHTT work this autumn based at Tonbridge West Yard. Their first duty was to work the 3W93/21.30 from Tonbridge on October 7 via South Croydon, Caterham and Redhill. The following day, however, No. 20901 was paired with No. 73119 Borough of Eastleigh for a trip to Uckfield, Littlehampton and Bognor Regis. The '20/9s' were soon back in harness and reached Dover and Ramsgate during the morning of October 13 and then West Croydon and Epsom Downs two days later. RHTT duties in Yorkshire this year have seen DRS Type 1s Nos. 20302/3/5/8/9 in regular action.

CLASS 31

FOLLOWING a period out of regular use, No. 31601 *Devon Diesel Society* ran light engine from Bristol Barton Hill to Okehampton on October 19 to collect a pair of preserved 'Thumpers', Nos. 205018 and 205032, for transfer to St Philips Marsh for tyre turning (see also Preservation news).

Another stock movement took place two days later when No. 31601 handled the 5Z34/10.05 Barton Hill to Wembley LMD and 5Z35/15.06 return with Chiltern Mk.3s before heading back to Okehampton with the pair of DEMUs on October 26. By the 31st, No. 31601 had resumed perambulations between Bristol and Wembley LMD, this time with Mk.3 coach No. 12094 before returning west with No. 12043.

Little has been seen this year of DCR green-liveried No. 31452, at least not until it commenced use with the Rail Operations Group in mid-October. Originally No. D5809 and later No. 31279, this particular Type 2 has been around since 1961. It was seen at Sutton Park on October 23 heading the 5Z31/13.57 Tyseley-Soho with a Class 323 and the following day took DVT No. 82304 from Brush Loughborough to Wembley LMD via Leicester Humberstone Road and then Tamworth and Leamington Spa. October 25 found No. 31452 at Willesden Euroterminal, while it was noted near Didcot next day running light from Washwood Heath to Eastleigh to collect a pair of translator vehicles for onward movement to Ilford prior to taking a Class 375 electric unit from there to Ramsgate on October 31.

CLASS 37

NO STRANGER to South Wales from its days on passenger workings in the 1970s and early 1980s, Colas' No. 37175 visited Milford Haven during the early hours of October 24 with a test train from Cardiff before heading off to Reading two days later.

Another member of the COTS pool of five Type 3s, No. 37421 was similarly employed on October 26, this time making three separate appearances at London Waterloo during the night. The addition of Nos. 37057 (BR green livery) and 37116 (BR standard blue) to this pool has increased awareness in the use of these English Electric Type 3s on test train workings.

Colas Type 3 No. 37175 brings up the rear of the 3Z01/10.15 Cardiff Canton to Cardiff Canton via Reading West Junction structure gauging train on October 25, seen at Pengam (Cardiff) as GBRf Type 5 No. 66711 waits in the sidings with an empty stone train. Martin Turner

Rarely used for much of this year, but Type 2 No. 31452 began working for the Rail Operations Group in October, and on November 1 it was used to haul EMU No. 375616 from Acton Lane to Derby - seen passing Rushton, north of Kettering on the Midland Main Line. Dave Smith.

A pair of snowploughs, Nos. ADB965233 and ADB965235, were moved from Margam to Cardiff Canton on October 12 powered by DRS Type 3s Nos. 37218 and 37607. The working, which was restricted to 45mph, is pictured at Miskin near Pontyclun, South Wales. Jamie Squibbs

NAME GAME

by Simon Bendall

LOCO NAMINGS

08499	***Redlight***	**Cardiff Canton TMD**	**09.15**

Naming of the Pullman Rail shunter based at Canton.

50050	***Fearless***	**Washwood Heath**	**10.15**

Reapplication of nameplates to the Boden Rail loco following completion of restoration and a repaint into BR blue.

86259	***Peter Pan***	**Tyseley Loco Works**	**24.10.15**

Reapplication of the loco's original name on one side only during the October open weekend, it retaining *Les Ross* on the other side.

91101	***Flying Scotsman***	**Edinburgh Waverley station**	**28.10.15**

Dedication ceremony for the Virgin East Coast Class 91 following the application of revised *Flying Scotsman* vinyls, the loco now carrying cast nameplates as well, which feature the winged thistle motif. Previously named *Swallow* and *City of London.*

UNIT NAMINGS

158773	***Eastcroft Depot***	**Nottingham Eastcroft DMUD**	**28.10.15**

Naming of the East Midlands Trains unit after its home depot to mark its contribution to maintaining the operator's DMU fleet.

166204	***Norman Topsom MBE***	**Henley station**	**30.10.15**

Named to mark the retirement of the well-known station supervisor at Twyford, who spent 53 years working in the industry at Henley, Reading and Twyford.

TEMPORARY NAMINGS

43045	***EMT Customer Service Week #Trainwatch***	**Neville Hill T&RSMD**	**04.10.15**
156404	***EMT Customer Service Week #Trainwatch***	**Nottingham Eastcroft DMUD**	**04.10.15**

Temporary naming of the two vehicles as part of a week-long initiative by East Midland Trains, it using social media to give an insight into their operation and maintenance during a five-day period. Both sets of vinyl names were removed overnight on October 9 at Derby Etches Park and Nottingham Eastcroft respectively.

DE-NAMINGS

319013	***The Surrey Hills***	**Wolverton Works**	**07.15**
319435	***Adrian Jackson-Robbins Chairman 1987-2007 Association of Public Transport Users***	**Wolverton Works**	**09.15**

Large logo blue No. 37401 *Mary Queen of Scots* took charge of the 2C32/05.15 Carlisle-Preston on October 27 but the service was terminated at Barrow-in-Furness owing to a problem with the loco. Later the Type 3 went forward as the 5Z37/12.15 Barrow-Crewe, while the 10.04 Preston-Barrow was covered by DMU No. 142091 on October 27 and cancelled the following day. During the preceding week, Nos. 37401/09/22/23 had all been used on the Cumbrian loco-hauled diagrams. Nos. 37422+37259 double-headed the 6X05/12.46 Carlisle Yard-Basford Hall on October 20, hauling a lengthy train of empty JZAs and point carriers.

A plain line pattern recognition test train visited both Sleaford and Spalding on October 16, top-and-tailed by Nos. 37604 and 37605. The same set of coaches made a late evening appearance at Southport on October 19, this time in the care of Nos. 37605 and 37610. The new station at Tweedbank hosted No. 37667 overnight on October 23, the same locomotive having visited both Wick and Thurso just three days previously.

Having gone south from Derby to Hither Green with Nos. 73138 and 73212 on October 16, No. 37601 Class 37 'Fifty' traversed the East Coast Main Line along with No. 73138 on October 25, passing Alexandra Palace at 12.30 and later being recorded at Luffenham (Rutland) bound for Derby RTC.

Nos. 37218 and 37607 ran from Crewe to Margam on October 12 in order to transfer snowploughs Nos. ADB965233/35 to Cardiff Canton later the same day.

CLASS 47

GBRF hire-in No. 47843 *Vulcan* hauled 21 empty coal hoppers along the East Coast route on October 5, forming the 4D32/15.41 Darlington Up SS-Doncaster Hexthorpe, while Nos. 47812+47847 handled the 4M89/03.04 Drax Power Station-Hotchley Hill and the 4E83/13.15 return to Doncaster Roberts Road on both October 9 and 16. The duo of Nos. 47843+47847 had charge on October 29, and Nos. 47812+47815 the following day.

Other work for the popular quintet of GBDF pool locomotives included Nos. 47815+47843 powering the 6B83/07.37 Doncaster Hexthorpe-Cottam on October 19, while that same day large logo blue No. 47847 took over the 6E88/12.39 Middleton Towers-Goole Glassworks at Doncaster from No. 66758.

Hired to move a Kirow crane to Guide Bridge on October 26, West Coast's No. 47802 was reported passing Stoke-on-Trent at 11.10 that morning with the 6Z50/10.15 from Rugeley Power Station. A corresponding southbound move on October 30 was noted at Macclesfield in the care of No. 47786 *Roy Castle OBE*. Nos. 47802+47851 worked a midweek charter from Hereford to Blaenau Ffestiniog on October 10 prior to top-and-tailing the 1Z24/06.28 Kidderminster-Carlisle charter four days later.

No. 47804 travelled west from Dingwall to Kyle of Lochalsh on October 15 and next day headed the 1H81/08.45 to Carrbridge, a duty No. 47804 repeated a week later, though this time with an earlier departure from Kyle at 07.00. 'Jubilee' 4-6-0 steam loco No. 45699 *Galatea* worked three days of 'Scarborough Spa Express' charters from York to the Yorkshire coast resort via Wakefield during the half-term school holidays, starting on October 27 and accompanied on each trip by No. 47245.

CLASS 57

SINCE returning to action, the unique No. 57601 has been active on charter work. For instance on October 3, it top-and-tailed the 1Z92/05.56 Linlithgow-Buxton with No. 47851 and the following Saturday, October 10, handled the 1Z44/06.19 Leicester-Carlisle as far as Hellifield along with No. 47245. The Class 47 then accompanied 'Jubilee' No. 45690 *Leander* to Carlisle and thence to York where No. 57601 replaced the steam locomotive at Holgate Sidings.

By the morning of October 17, Nos. 47826 and 57601 had reached Scarborough ready to work the 07.08 departure to Betws-y-Coed on the Conwy Valley branch. The unusual terminating station was down to the running of another special along the branch that same day. This was the 1Z28/05.05 Didcot-Blaenau Ffestiniog, top-and-tailed by 47786 and 57315, which had to perform the usual shunting move on arrival at Blaenau to allow the DMU from Llandudno access to the single platform. Similarly, once at Betws-y-Coed Nos. 47826 and 57601 had to take their train back to North Llanrwst to allow the DMU to pass. No. 57601 was next noted heading for Scotland on the 23rd atop the 1Z07/08.23 Lancaster to Spean Bridge and returning two days later.

CLASS 60

AFTER passing Settle Junction ahead of schedule on October 27, No. 60095 failed shortly afterwards and was recessed at Hellifield with the 6J37/12.58 Carlisle Yard-Chirk timber traffic. Eventually No. 60047 arrived to render assistance, having travelled south from Grangemouth. Having arrived at the Kronospan plant at 04.20 the following morning, Nos. 60047+60095 set off together bound for Toton during the early afternoon of October 28.

In the meantime, Colas manned up No. 60096 to run from Cardiff Canton to Chirk ready to take the empty wagons back to Carlisle early the next day, but this too failed (see Class 68 notes) and the 6J37 logs did not run on October 29. No. 56078 moved Nos. 60002 ›

West Coast Railways' No. 47786 *Roy Castle OBE* was hired in to return a Kirow crane from Guide Bridge to Rugeley Power Station on October 30, seen approaching Stone in Staffordshire. Brad Joyce

SPECTRUM

by Simon Bendall

OCTOBER proved to be a very quiet month for locomotive repaints, the only activity on the freight side of things coming courtesy of Arlington Fleet Services, which outshopped a pair of Class 66s. These took the form of No. 66427 in the plain blue Direct Rail Services livery with minimalist brandings along with former stablemate No. 66420 in Freightliner 'Powerhaul' colours.

Virgin East Coast received some publicity at the end of the month with the unveiling of No. 91101, along with DVT No. 82205, in a new incarnation of the Flying Scotsman livery. Now predominately red in appearance, the full body vinyls incorporate a Saltire flag. The operator has also all but completed the re-liverying of its Mk.3 and Mk.4 sets, the end of October seeing just spare Mk.3 buffet No. 40805 (currently on hire to East Midlands Trains) and DVTs Nos. 82209 and 82210 outstanding. There were still a number of HST power cars and Class 91s to be tackled though.

Somewhat surprisingly, Class 321 No. 321414 has received full London Overground colours using vinyls with No. 321413 also due to be done at Ilford. The two former London Midland units are only expected to be with the concession for a short period before heading to Wabtec for refurbishment for use in Scotland.

The first of Chiltern Railways' slam-door Mk.3s has received the silver and white version of the Mainline livery, the work on No. 12094 taking place at Bristol Barton Hill. Previously in Virgin red/grey, the TSO had been out of use for some time at Wembley but its return to action will allow the BR blue/grey Mk.3s that form the Banbury commuter set to be rotated in turn through the same process.

Locos

Additions

DRS plain blue: 68016/17

Repaints

DRS plain blue with 'Compass' logos: 66427
Freightliner 'Powerhaul': 66420
Virgin East Coast: 43208/57/95, 43314/15
Virgin East Coast Flying Scotsman: 91101

DMUs

Repaints

Chiltern Mainline: 168324
Great Western Railway: 166208

EMUs

Additions

Gatwick Express red: 387201
TSGN: 700107/08

Repaints

Greater Anglia: 317503
London Overground: 315806/12/13, 321414
Northern Rail: 319377/78
Royal Mail plain red: 325009
South Eastern blue: 375310, 375605/17
South West Trains blue: 458515/22
TfL Rail: 315820/23-26/34/38/40/41/44-46/54/55
TSGN: 319423/35, 365503

Coaches

Repaints

Chiltern Mainline: 12094
Great Western Railway: 10612
Greater Anglia: 10404, 11080/98, 12108/20, 82133
Virgin East Coast: 10302/03/09/23/31, 11278-80/82/99, 11302/04/06/07/10, 11402/04-07/10, 12202/08/14/31/32, 12302/05/13/27/29, 12402/05/06/11/19-22/43/48/50/80/88/89, 12518, 40702/05/06/11/32/50, 41062/87/88/97-99, 41100/15/54/65, 42104/09/10/17/23/25/58-61/71/72/91-93/98/99, 42205/10/19/35/38-40, 42335, 44031/56/57/61/63/73, 82202/04/08/15
Virgin East Coast Flying Scotsman: 82205

‹ and 60087 from Toton to Carlisle on October 29, and next day No. 60002 was recorded in charge of 6J37, passing Appleby at 14.30.

CLASS 66

RECENTLY repainted into DBS colours, No. 66058 *Derek Clark* led the late-running 1Z19 /08.06 Paddington-Cardiff special on October 18 in connection with the Ireland v Argentina Rugby Union World Cup quarter-final staged at Cardiff's Millennium Stadium. The service was tailed by No. 67023, while the 09.37 departure from Paddington (1Z15) had No. 66142 at the head of the coaching stock and was tailed by No. 67022. The previous day (for the New Zealand v France match), the same locomotives had worked down to Cardiff from London, but on that occasion the GMs were run-round at Margam so that the Class 67s led on both outward and return journeys.

Another DBS example, No. 66076, reached Warrington early on October 3 with the latest refurbished GWR coaching stock following attention at Kilmarnock. The eight vehicles (Nos. 40101, 41094/180, 42004/098/264/283 and 44093) were moved to Bescot and on to Plymouth Laira later that day. No. 66076 brought another set of Mk.3s north the following day as the 5Z44/13.50 Laira-Warrington Arpley prior to going forward to Kilmarnock in stages on October 5.

A different kind of stock move occurred on October 16, when Nos. 66118 and 66013 top-and-tailed repainted Royal Mail unit No. 325009, running through Uttoxeter as the 5Z25/08.45 Toton-Crewe Electric.

The Freightliner pairing of Nos. 66506 *Crewe Regeneration* and 66515 paid a rare visit to the West Highland Line on October 18 when in charge of the 6K40/18.56 Mossend to Bridge of Orchy long welded rail train. Similarly out of the ordinary was the use of No. 66304 along with EE Type 3 No. 37218 to power the 6K40/12.08 Mossend to Georgemas Junction autoballasters on October 31. The pair reached Dingwall at 22.25 with the GM using a portable RETB set, but adhesion problems were encountered overnight between Kildonan and Kinbrace.

Still sporting grey livery, the three GBNL Class 66s, Nos. 66747/8/9, continue to attract attention as much for their non-standard appearance as anything else. As October drew to a close, the trio were well spread around the network. No. 66747 was noted on the 29th in charge of the 4D24/10.07 Cottam Power Station to Immingham, although the train ran only as far as Doncaster, while No. 66748 regularly performed towards the end of October on the 6G30/04.00 Wilton Junction-Eastleigh Yard engineers' train. No. 66749 reached Merseyside when handling the 4F23/17.00 Ironbridge-Liverpool Bulk Terminal biomass on October 30.

CLASS 67

ON October 27, Nos. 67008+67024 had charge of the 6B34/14.15 Dollands Moor-Wembley conveying two dozen shiny new JPA cement tanks branded for Hope Construction Materials. The train passed Bickley Junction at 15.30. The same two locomotives had top-and-tailed a rather more prestigious service six days beforehand when seen at Salisbury top-and-tailing the 1V80/09.43 Victoria-Bath Spa British Pullman.

On October 31, however, No. 67024 suffered an AWS problem at Victoria and, with No. 67008 at the stop block end, another loco had to be sourced to move the train out of the station – hence the belated appearance of No. 66194 to head the 1Z25/11.19 to Broadstairs. Both locos then handled the 11.16 Victoria-Folkestone West on November 1.

Many of the charter trains running in connection with the Rugby Union World Cup have been powered by Class 67s at either end of the rakes of coaching stock. On October 1, for example, Nos. 67006 *Royal Sovereign* and 67023 handled the 1Z30/10.33 Paddington-Cardiff special followed out of Paddington at 12.33 by Nos. 67008 and DBS red 67013 on the 1Z32. Both pairs of diesels worked similar charters the following day while Nos. 67013 and 67023 were in top-and-tail mode on October 8 to work the 1Y46/10.58 Victoria-Folkestone West British Pullman.

DBS 'Shed' No. 66158 (with No. 66002 at the rear) peeps out of the darkness into the light cast from the signal box at Tondu on October 18. It was leading the 18.00 Margam-Margam RHTT and the driver is exchanging the single line token with the signalman after working to Maesteg before proceeding to Bridgend. Neil Taylor

For the France v Ireland World Cup clash on October 11, No. 67001 powered an additional 1V51/09.25 Holyhead-Cardiff while extra trains from London to Cardiff left Paddington at 09.37 (Nos. 67005 and 67006), 11.27 (Nos. 67013 and 67023) and 13.27 (Nos. 67008 and 67016). The following day, a raft of five light engines from those charters, Nos. 67005/6/8/13/23 passed Denmark Hill en route from Wembley to Dollands Moor for servicing and then ran back to Wembley together on October 13.

Caledonian blue No. 67004 had charge of the 5Z25/12.57 Millerhill-Bo'ness empty stock on October 19, returning the SRPS coaches to their base following the cessation of the Borders Railway steam specials. Later that evening, accompanying No. 90035 on the 6M76/21.46 Mossend-Warrington Arpley, No. 67004 was destined for repairs at Crewe Electric.

Still in Scotland, No. 67026 *Diamond Jubilee* had two empty HTAs in tow on October 31 when passing Midcalder Junction at 09.20 with the 4D01/07.20 Millerhill-Mossend. Red-liveried No. 67018 is this year's motive power for the Inverness RHTT set, it commencing operation on the lengthy circuit of North East Scotland early in October (see pages 96/97).

East Coast 'Thunderbird' No. 67030 had a lengthy run out on October 22 when reported passing Berwick-on-Tweed shortly before 17.00 on the 5A04/10.40 King's Cross-Craigentinny with a full HST set (power cars Nos. 43315 and 43208).

A great Scottish autumnal scene on October 17, as West Coast Railways' No. 47804 passes Dalnacardoch on the Highland Main Line with the1H82/12.40 Kingussie to Dundee 'Royal Scotsman'. Jenny Westwater

CLASS 68

FOLLOWING its use to move new classmates Nos. 68016 and 68017 from Workington Docks on October 26, No. 68004 *Rapid* was called to the assistance of Colas' No. 60096 early on October 29. Heading the already late-running 6C37/22.25 Chirk-Carlisle Yard timber empties, No. 60096 expired near Tebay soon after 05.00 and No. 68004 was sent from Carlisle to haul the failure and its train on to Kingmoor, which was reached at 09.15.

Sightings of Class 68s on the Settle & Carlisle line atop the 6K05/12.46 Carlisle Yard-Basford Hall freight have included that of No. 68002 on October 6, Nos. 68001+66539 (October 13) and No. 68004, running as 7K05, two days later.

No. 68004 was involved in another ›

SHED TALK

Correct to November 1, 2015

New pool code
UKRM - UK Rail Leasing Locomotives Non Mainline

Allocation changes
08738 TO/WQDA-HQ/MBDL
08939 TO/WQDA-HQ/MBDL
08994 TO/WQDA-BH/HNRS
09006 TO/WQDA-BH/HNRS
09201 TO/WQDA-BH/HNRL
31285 DF/QADD-BH/HNRL
31465 DF/QADD-BH/HNRL
33008 HQ/MBDL-LR/UKRM
33053 HQ/MBDL-LR/UKRM
37116 COLS-COTS
37905 UKRO-UKRM
37906 UKRS-UKRM
56007 UKRO-UKRS
56098 UKRO-UKRL
56094 COFS-COLS
56096 COFS-COLS
56105 COFS-COLS
56301 BO/HTLX-LR/UKRL
58012 WQCA-WQDA
58016 LR/UKRS Re-registered
58022 WQCA-WQDA
58023 WQCA-WQDA
58048 WQCA-WQDA
60026 COLS-COLO
60045 WQAA-WCAT-WQAA
60049 WQAA-WCAT
60066 WQAA-WCAT
60071 WQAA-WCBT
60091 WQAA-WCBT
60099 WQAA-WCAT
66002 WBAT-WBRT
66005 WBAT-WBRT-WBAT
66015 WBAE-WBRT
66018 WBAT-WBRT-WBAT
66044 WBAE-WBRT
66046 WQAA-WBAE-WBRT
66055 WBLT-WBRT-WBLT
66068 WBAT-WBRT
66075 WBAT-WBRT-WBAT
66083 WBAT-WBRT
66101 WBSN-WBRT
66107 WBBT-WBRT
66118 WBAE-WBRT-WBAT
66119 WBAE-WBRT
66150 WBAT-WBRT-WBAT
66158 WBAE-WBRT
66170 WBAT-WBRT
66175 WBAT-WBRT-WBAT
66177 WBAT-WBRT
66183 WBAT-WBRT-WBAT
66184 WBAT-WBRT-WBAT
66188 WBAE-WBRT-WBAE-WBRT
66197 WBAT-WBRT-WBAT
66206 WBAT-WBRT
67002 WAWC-WQAA-WAWC
67004 WABC-WQAA
67014 WAWC-WAAC
67017 WQAA-WAAC-WAWC
67029 WAAC-WAWC
68016 KM/XHVE Newly delivered
68017 KM/XHVE Newly delivered
70002 DFGH-DFGI
70006 DFGH-DFGI
70010 DFGH-DFGI
70011 DFGH-DFGI
90024 WEAC-WEDC
90028 WEAC-WQAA
90036 WEDC-WEAC
90037 WEAC-WEDC-WEAC
90040 WQAA-WEAC

Stored/stopped locations
Barrow Hill: 08877
Crewe Electric: 67004, 90028
Nemesis, Burton: 08500, 33103
RVEL, Derby: 37038, 37413
Toton Training Compound: 08578, 08653, 08784, 08802, 08922
Washwood Heath: 56094/96, 56105
Wigan Springs Branch: 08605

Reinstated
37116, 56098, 60026/49/66/71/91/99, 66046, 66101, 67017, 73951, 90040

Exported to Hungary
47375

Returned to France
66029

Sold
CF Booth, Rotherham: 86229/31/34/51
HNRC: 08578, 08653, 08701/14, 08824/65
Traditional Traction: 08580/93, 08628, 08709

Hanson-liveried Type 5 No. 59101 passes through Cholsey, South Oxfordshire, on October 12 while working the 6C48 Appleford Sidings to Whatley Quarry. This was diverted via Didcot East and Reading West Junctions instead of taking its booked route via Swindon. James Bushnell

‹ newsworthy journey on October 21 when it ran light from Crewe to Holyhead and back, thus becoming the first member of its type to reach the Isle of Anglesey – though not the first to traverse the North Wales coast route, as No. 68011 ran from Crewe to Llandudno Junction and return on August 27, 2014. Meanwhile, out of action since late September, No. 68005 *Defiant* handled the 6U76/08.59 Basford Hall-Mountsorrel on October 28.

No. 68002 Intrepid passed Lancaster early in the morning of October 23 hauling 18 empty wagons forming the 6C18/03.03 Basford Hall to Carlisle before teaming up with DRS companions Nos. 57306 and 57008 on an empty stock move from Gresty Bridge to Willesden Brent with a single Mk.2f coach (No. 6046) the next morning. Another such trip involved Nos. 68003 *Astute* and 66303 on October 22, when the pair hauled coaches Nos. 5952 and 6137 as the 5Z68/15.00 Motherwell-Carlisle.

Chiltern Railways' No. 68014 passed Gavray Junction (Bicester) at 11.22 on Sunday, October 25 with the 1T23 10.35 Marylebone-Oxford Parkway special, the first of two return trips to the new station at Oxford on the day before its official opening.

CLASS 70

AS OCTOBER drew to a close, a couple of interesting mixed partnerships occurred featuring Colas Class 70s, none more so than on October 29. On that morning, the 6L37/09.19 Hoo Junction to Whitemoor freight was treble-headed by locomotives in three distinct company liveries. Leading the trio was No. 70810 (Colas) followed by No. 66731 InterhubGB in GBRf livery and finally Freightliner green No. 66539.

Previously, on October 26, No. 70014 was accompanied by Colas' No. 70806 on the 4O54/06.12 Leeds-Southampton Maritime after No. 70806 had undergone tyre turning at Midland Road. It later ran light from Southampton to Westbury.

Following a couple of weeks on the Carlisle to Chirk timber trains, culminating in working the 6J37 to Chirk on October 16 (with No. 60047 having been attached at Wigan Springs Branch), No. 70805 reached Exeter Riverside late the following night along with No. 66847 on the 6C20/19.38 Westbury to Crediton MRAs. Also on October 17, Nos. 70801 and 70810 could be found at Brockenhurst on engineering duties.

The Colas machines can now be found almost anywhere on the system in England and Wales as proved by Nos. 70803/6/10 being at Risca in South Wales on October 13 and No. 70804 in Cornwall at Lostwithiel the next day. Early on October 9, Nos. 70801 and 70807 could be found at Paddington as part of a reversing move to return an overnight engineers train from Ladbroke Grove to Westbury.

CLASS 73

'EDS' Nos. 73138 and 73212 Fiona spent much of October working test

trains and, on October 14, ventured to Cheshire with the 1Q06/12.54 Derby RTC-Crewe before returning to Derby two days later. Class 73 appearances at Crewe are not altogether uncommon these days, and probably less rare than some of the locations visited by the same pair of Class 73s on October 22. That morning they set off with the 1Q11/04.30 Eastleigh-Hither Green and traversed the branch to Lymington Pier, arriving there at 05.37 for a brief stop. At 10.00 they were to be found at Virginia Water and, soon afterwards, at Windsor & Eton Riverside prior to heading off to Hither Green.

Other locations to witness the appearance of Nos. 73138 and 73212 included Marchwood on October 19 and Crystal Palace and Uckfield four days later. In addition to the 'ED'-powered test train at Uckfield on October 23, the town also saw the arrival of Nos. 73136 and 73141 on a RHTT service the same day.

Above: A mega-convoy of 10 Freightliner Class 66s heads north on the West Coast Main Line in Cumbria on October 24. Nos. 66536, 66552, 66527, 66564, 66563, 66525, 66953, 66509, 66597, 66514 are pictured at Hincaster, south of Oxenholme, working from Crewe to Carlisle Yard to work engineering trains that night. David Dockray

No. 73963 Janice accompanied No. 66744 Crossrail on a railvac transfer on October 2, running as the 6G30/14.30 Totton Yard to Eastleigh, and it could still be found on railvac duties as the month ended. Meanwhile,

Nos. 73962 *Dick Mabbutt* and 73965 moved four RHTT wagons destined for Broxbourne from Tonbridge West Yard to Hoo Junction on October 5.

Now approved for full service, Nos. 73961 and 73964 were on RHTT duties on October 9, venturing from Tonbridge to Dover. By the 14th, Nos. 73961 and 73962 were partnered up, traversing large parts of Kent and Sussex before No. 73965 joined forces with No. 73962 later in the month, the duo being noted at such varied places as Rye, Newhaven Harbour and Willesden South West Sidings.

Unmodified GBRf Class 73s were also in daily action on RHTT diagrams throughout October. For example, the 5th found Nos. 73107+73136, 73109+73201 and 73128+73141 all tackling various parts of Kent throughout the day.

CLASS 90

BOTH of the Freightliner examples that failed to appear on Caledonian Sleeper duties during September, Nos. 90046 and 90049, both saw action during October. No. 90049 was recorded at Watford Junction on October 7 at the head of the 1S25/21.16 Euston-Inverness sleepers, having earlier that day run light from Crewe to Willesden TMD along with Class 92s Nos. 92023/32/44.

Late on October 25, No. 90046 set off from Euston in charge of the 1S26/23.27 to Glasgow Central to complete the set.

This service had been worked by No. 90044 on a previous Sunday night, October 11, but with Class 87 No. 87002 attached to the rear of the train. At Carstairs, No. 87002 was used to haul the›

A view of the DB Schenker stabling point at Calais on October 26, showing its Euro Cargo Rail-branded Type 5s Nos. 66073, 66236 and 66249. Dave Lyne

A nocturnal view of Toton on October 30 finds Colas No. 60047 and DBS No. 67028 awaiting their next turns.

1B26/06.34 portion to Edinburgh.

On October 14, Nos. 87002 and 90042 top-and-tailed the 5M11/20.27 Polmadie-Glasgow Central empty coaches via the Hamilton Circle.

UK Railtours' 'Magnificent Settle & Carlisle' charter on October 3 ran from King's Cross to Carlisle hauled by No. 90037 between London and Doncaster in each direction. The diesel-hauled legs of the 1Z50/08.18 King's Cross-Carlisle were handled by 'Deltic' No. D9009 *Alycidon* via Appleby on the outward journey and the Tyne Valley through Hexham on the return.

No. 90037 was back on more regular passenger duties later in the month, handling the Euston to Glasgow Central sleepers on October 21 and again five nights later.

In between, however, No. 90037 was scrambled from Wembley to Peterborough during the early hours of October 7 after Royal Mail unit No. 325007 failed there while forming the 1E06/22.45 (Tue) Willesden PRDC-Low Fell. The Class 90 eventually took the Class 325 unit north albeit extremely late.

CLASS 92

DESPITE being demoted from Caledonian Sleeper duties over the full length of the West Coast Main Line, Class 92s have remained on the fringes of the work. For example, early on October 2, No. 92032 reached Carstairs with the 1C11/23.40 Edinburgh-Carstairs portion for attaching to the 1M11/23.40 Glasgow Central-Euston, which goes on to call only at Carlisle and Watford Junction. No. 92032 also handled the 1C11 portion on October 23 having powered the 5B26/08.18 Edinburgh-Polmadie empty coaches (six sleeping cars, reception car No. 6704 and brake No. 9809) the previous day. Also on October 22, No. 92010 was recorded leaving Glasgow Central with the Polmadie-bound empty sleepers off 1S26.

Of the half dozen members of the Class 92 fleet to receive Caledonian blue livery earlier this year, Nos. 92014 and 92033 have been stored at Willesden TMD since August 30 and September 14 respectively. The others remain active and, on the last day of October, No. 92023 passed Northampton in charge of the 4M90/23.19 Dollands Moor-Daventry.

Earlier that week, both Nos. 92010 and 92038 were seen in charge of the 6S51/12.16 Carlisle Yard-Mossend engineers while No. 92018 powered the 4O93/12.05 Daventry-Dollands Moor on October 30, having regularly handled the 1C11/23.40 Edinburgh-Carstairs during the previous week. E

Showing why the extra 'grunt' of a Class 59 is required for the 'Jumbo' stone trains from Somerset, No. 59204 heads a rake of 44 wagons (around 4000 tonnes) forming the 07.12 Merehead to Acton at Moreton cutting, Didcot, on October 13. Owen Williams.

ACKNOWLEDGMENTS

BESIDES those credited elsewhere, this issue of *Rail Express* has been made possible by the contributions of the following readers, to whom the editor is most grateful: Stewart Armstrong, Nigel Bainbridge, James Bushnell, Iona Butlin, Leigh Canterbury, Jim Coates, John Coleman, Christopher Cowley, Jaymee Cunliffe, Peter Laithwaite, Simon Livsey, Gregory Mape, Brian Newton, Graham Nuttall, Dean Parsons, Chris Playfair, Colin Pottle, David Ross, Jamie Squibbs, Tim Squires, Andy Stoppard, John Stretton, Jack Taylor, Leslie Wall, The Wanderer, Paul Woollard, Jim York, and many more.

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David Russell

First 'Gatwick Express' Class 387/2 emerges

Deliveries begin of the Bombardier-built 'Electrostar' replacements for the Class 442 fleet.

THE first unit of the next generation of Gatwick Express rolling stock emerged on October 12, less than 12 months after the order for 27 Class 387/2 units was placed by Govia Thameslink Railway and Porterbrook Leasing.

No. 387201 left Bombardier, Derby behind No. 66555 as the 7X33/17.13 Derby Litchurch Lane-Bletchley, where – as with the Class 387/1 fleet – testing and commissioning work will be carried out before final delivery.

Testing of the unit on the West Coast Main Line was on hold pending the arrival of a second member of the class from Derby. A movement had been planned for October 20, but this was cancelled.

Their entry to service over the next few months will allow 18 Class 442 units to be handed back to Angel Trains in the first half of 2016. Various options exist for these units, and their future use could become clearer when the preferred bidder of the TransPennine Express franchise is announced in the next few weeks.

The 'Gatwick Express' name has existed since 1984, although prior to that, a number of 4-VEP units were modified with extra luggage space and redesgnated 4-VEG for use on the route, branded 'Rapid City Link'. They reverted back to standard units when Class 73-hauled services were introduced. Once a separate franchise, it is now part of Govia Thameslink Railway. E

GATWICK EXPRESS THROUGH THE YEARS

1978-1984:	Class 427 (4-VEG), modified 4-VEP units with additional luggage space
1984-2005:	Class 73 plus Class 488/489 stock, converted from Mk.2f coaches and 2-HAP cars
1999-2011:	Class 460 'Juniper' units, initially plagued with difficulties
2008-2016:	Class 442 (5-WES), previously declared surplus by South West Trains
2016- :	Class 387/2, with services extended through to Brighton

DMU

CLASS 144 'PACER'

PORTERBROOK'S Class 144 'evolution', No. 144012, finally entered passenger service on October 14, its first working being the 2P53/06.43 Sheffield-Lincoln. It remained confined to services on this route (along with Sheffield-Adwick, which forms part of the same diagrams) for the next week.

CLASS 150 'SPRINTER'

FIRST Great Western's No. 150127 was sent north for overhaul on September 29, working the 5Z50/13.00 St Philips Marsh-Wabtec, Doncaster.

A Community Rail charter on October 2 took No. 150238 on a tour of Devon, the unit working 1Z69/09.06 Torquay-Okehampton (via Bere Alston) and 1Z70/13.19 Okehampton-Exeter.

CLASS 153 'SUPER SPRINTER'

IN ASSOCIATION with the ACoRP Community Rail Awards Ceremony, a pair of Class 153s, Nos. 153333+153325, worked a special train over the Paignton & Dartmouth Steam Railway on Sept 30, forming the 1Z30/18.30 Torquay-Kingswear and 1Z31/20.35 return.

October 5 saw No. 153306 sent away by Greater Anglia to Wabtec for attention, the unit passing Peterborough as the 5Z70/10.06 Norwich Crown Point-Doncaster West Yard.

CLASS 156 'SUPER SPRINTER'

ENGINEERING work on the Braintree branch on October 18 resulted in the power lines being switched off, and as a result, No. 156412 operated the first four services between Witham and Braintree instead of the usual Class 321.

CLASS 166 'TURBO'

SEPTEMBER 26 saw No. 166208 despatched from Reading to Wolverton for overhaul.

CLASS 170 'TURBOSTAR'

ON September 26, No. 170203 formed the 5Z70/09.09 Norwich Crown Point-Brush, Loughborough, the unit undergoing a C4 overhaul prior to returning to Norwich in early October.

Former First ScotRail set No. 170424, which was transferred to Southern with Nos. 170421-423 in April, ran from Stewarts Lane to Selhurst on October 19, joining No. 170423 which had undertaken the same journey on September 22.

DEMU

CLASS 201/202 'HASTINGS'

HASTINGS Diesels' DEMU No. 1001 was employed on a private charter to the Bluebell Railway on September 25, forming the 1Z22/14.08 Hastings-East Grinstead and 1Z66/20.20 return.

EMU

CLASS 317

NOW carrying TSGN colours following overhaul and repainting at Ilford, No. 317339 returned to service in late September. Early the following month, No. 317337 was at Ilford undergoing a C6 overhaul.

CLASS 319

LONDON Midland's Class 319s finally entered traffic on services into and out of Euston on October 1, when Nos. 319216+319429 worked the 2B10/07.14 Bletchley-Euston and 2K91/17.05 Euston-Milton Keynes. No. 319013 made its debut passenger working with London Midland on October 15, when it was used on the St Albans Abbey branch, replacing No. 319216 which had failed the previous day.

No. 319002, which remains part of the Govia Thameslink Railway fleet, emerged from overhaul on September 26 and worked the 5M81/08.22 Wolverton-Bedford. Moving in the opposite direction two days later (as the 5M80/02.47 Bedford-Wolverton) was No. 319423. On October 10, No. 319435 was released from Wolverton and ran to Bedford, while two days later No. 319214 was despatched to Wolverton for attention.

Northern's 17th Class 319 to emerge, No. 319377, was released on October 2 and worked the 5X20/16.29 Wolverton-Allerton. It was followed by No. 319378 on October 8, leaving just Nos. 319366/379 still to emerge for Northern.

CLASS 321

UNUSED by London Overground (having been exchanged for No. 321413, which had arrived on September 21), No. 321415 ran from Ilford to Wolverton on September 26. The first appearance of one of the former London Midland sets on the Romford to Upminster route took place on September 28, when No. 321414 saw use, with No. 321413 being put into service the next day.

The status of the former London Midland Class 321 fleet as of late October was: Nos. 321411/412 (Wabtec, Doncaster); Nos. 321413/414 (London Overground, short term hire); Nos. 321415/417 (Wolverton); No. 321416 (Doncaster West Yard).

CLASS 323

LONDON Midland has embarked on a tyre-turning programme involving its Class 323 units, which are being tripped from Soho to Tyseley. The first set to be sent away was No. 323208, which departed behind No. 47830 as the 5Z47/17.29 Soho-Tyseley on September 27, the same loco then performing 5Z48/16.33 return with the unit the next day. The same loco took No. 323243 away on September 29, returning with it the next morning.

October 7 saw No. 323220 moved by the '47' again as the 5Z47/10.58 Soho-Tyseley, while three days later, No. 31452 was used to move No. 323210 between the same two depots.

CLASS 325 'ROYAL MAIL'

SEPTEMBER 25 saw No. 325009 sent away to DB Schenker's paint shop, departing behind No. 67029 Royal

TYSELEY TYRE TURN: London Midland has started sending its fleet of Class 323s EMUs to Tyseley for tyre turning. No. 323208 was the first to go on September 27, followed by No. 323243 on September 29 and No. 323220 on October 7. The latter is seen returning to Soho the following day behind Type 4 No. 47830, which was on hire to the Rail Operations Group. Mark Sheen

NEW ROLE FOR 'DUSTY BIN': The first of the former London Midland Class 321s temporarily transferred to London Overground has started work, with No. 321414 in LO livery pictured at Emerson Park on October 29 working the shuttle service to Romford. Alex Thorkildsen

Diamond as the 5Z54/08.30 Crewe Electric-Toton. The repainted unit returned on October 16, sandwiched between Nos. 66118 and 66013 as the 5Z25/08.45 Toton-Crewe Electric.

CLASS 357 'ELECTROSTAR'
TWO more Class 357s have been modified as 'high density' units with reduced seating in 2+2 style, but more standing space. The units involved are Nos. 357221/224, which have become Nos. 357321/324.

CLASS 365 'NETWORKER'
ON OCTOBER 2, No. 365505 was sent from Hornsey to Ilford for C4 overhaul, paired with No. 321407 as 'tractor' unit. The 'Networker' returned to service on October 8. Sister unit No. 365503 was released from a C6 overhaul at the beginning of October, after which No. 365529 was sent for attention.

CLASS 375 'ELECTROSTAR'
WEEKLY moves of South Eastern Class 375s to and from Bombardier, Derby for overhaul and repainting are continuing, with No. 47830 being used by Rail Operations Group for all the transfers. September 26 saw the loco take No. 375305 back after overhaul as the 5Q58/03.09 Derby Litchurch Lane-Ramsgate, when it collected No. 375617 (the first four-car set to be sent for overhaul) and brought it north on the 5Q57/15.53 return.

The '47' took No. 375310 back after overhaul on October 10, departing as the 5Q59/17.00 Derby Litchurch Lane-Tonbridge West Yard, continuing to Ramsgate the following morning, after which it returned to Derby with No. 375605 in tow.

No. 375617, first of the sub-class to be repainted blue, emerged on October 17 and departed for Ramsgate behind No. 47830, although the train was cancelled beyond Wembley after being stopped for inspection with wheelflats at Harrow. The next day, the unit was taken to Ilford for attention, the Brush Type 4 running round at Kensington Olympia.

CLASS 455
SERVICES into and out of London Victoria were severely disrupted on October 7 when one of the two units working the 5E64/14.07 Streatham CS-Victoria split into two near Battersea Park Junction. The empty stock working was formed of Nos. 455811 (leading) and 455816, and a coupling failure on the front set caused it to come apart between the third and fourth vehicle. The two units were eventually moved into Victoria in the early evening.

CLASS 456
THE refurbishment of the Class 456 fleet for South West Trains has at long last been completed. The final set to be dealt with, No. 456022, was moved back from Wolverton to Wimbledon by road on September 25.

CLASS 458 'JUNIPER'
WITH No. 74404 as its additional car, No. 458515 (ex No. 8015) emerged on September 29 and was collected by No. 47739 Robin of Templecombe 1938-2013, which then worked the 5X58/20.00 Wabtec, Doncaster-Wimbledon. Another set, No. 458522 (ex No. 8022) was released on October 20, strengthened to five vehicles with the addition of No. 74424. It departed as the 5X58/20.29 Wabtec, Doncaster-Wimbledon behind No. 47830.

Two more Class 458/0 sets have moved to Doncaster by road for rebuilding into Class 458/5. All four cars from No. 8014 were taken north on September 28/29, with vehicles from No. 8006 following on October 12/13. These two movements mean there are just five Class 458/0 sets (Nos. 8007/16/17/21/28) still to migrate north for conversion, of which No. 8017 had been removed from service by October 21 pending movement.

CLASS 460 'JUNIPER'
THE last former Class 460 'Gatwick Express' car in storage at Long Marston, No. 74406, was moved to Wabtec, Doncaster by road in mid-October for conversion to a Class 458/5 car.

CLASS 465 'NETWORKER'
ON October 17, No. 66744 Crossrail took No. 465934 away for overhaul, taking the 'Networker' north on the 5X89/11.30 Slade Green-Wabtec, Doncaster.

CLASS 508
FOLLOWING on from the disposal of No. 64710 (see November issue), the second vehicle, No. 64720, was moved from Ilford to Allely's haulage yard at Studley, Warwickshire, in late September.

CLASS 700 'DESIRO'
THE second new Class 700 to arrive in the UK, No. 700107, was moved to its home depot at Three Bridges, by No. 66714 Valour as the 6X66/21.35 from Dollands Moor on September 29. It joins No. 700106 already there.

SHEDTALK

Correct to October 28

Allocations
387201 – newly delivered
374009/10 – newly delivered
700107 – newly delivered

Renumbered
357223 – 357323
357224 – 357324
458015 - 458515

Formations
458515:
67615+74404+74015+74115+67715

Modifications
Low-density seating: 357223/24

Stored/stopped locations
Allelys Yard, Studley: 64720

Disposals
EMR Kingsbury: Arrival date: September 23: 64710

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The latest Locomaster 'Wired for Sound' cab-ride DVD...
JET SET

Network Rail's autumnal Rail Head Treatment Trains frequently take locomotives to routes and branches that are normally 'unit only'. This year's Tonbridge based operation has seen GB Railfreight Class 20s and Class 73s used to keep routes in the south east clear of fallen leaves. This cab-ride programme features both loco classes on one RHTT set, as it covers some rare and rateable Sussex track.

Running as 3W91 and 'top & tailed' by 20901 and 73119, the first leg of the journey is on board the Class 73 as it heads through Godstone to Redhill. There, it takes the Quarry Lines to South Croydon. A reversal has the Class 20 leading south along the Brighton Main Line through Gatwick Airport to Three Bridges, where it takes the rural 31-mile Mid-Sussex (or Arun Valley) route to Horsham. The single Class 20 is frequently at full power as it hauls the 'jets' through Billingshurst, Pulborough and Amberley to Arundel Junction, where it takes the two-mile branch to Littlehampton. There, another reversal follows as the newly re-painted 73119 *Borough of Eastleigh* sets off under the surviving semaphore signals for a run along the south coast to Brighton. The fascinating 20-mile West Coastway route is dotted with 11 intermediate stations as it passes through Angmering, Goring, Worthing and Shoreham. For the final mile of the journey from Hove, the 'jets' take the Cliftonville Spur to journey's end at Preston Park.

JET SET will be available on DVD (time 110 mins) from early December priced at £19.95 (post free) from the address or website below. Alternatively, you can pay by credit or debit card by calling our
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Simon Bendall

NEWS ROUND-UP

Alstom

THE middle of October saw two of Alstom's Class 08s make long distance journeys, beginning with the transfer of No. 08764 from Wembley to Polmadie on October 15. Next day, No.08696 left the suburbs of Glasgow bound for a weekend layover at Allelys' yard in Warwickshire. It continued on its way on the 19th, heading for repairs at Eastleigh Works.

DB Schenker

FRESH off a D-exam, No. 08703 departed Knottingley back to Immingham on October 9, resuming its duties after an absence of some six weeks. The West Yorkshire depot was left bereft of shunters by the end of the month as No. 09106 left Knottingley for tyre turning at Crewe Electric on the 28th, once again necessitating the use of a Class 66 on the Milford Junction trip workings.

East Midlands Trains

LOCATED at LH Group Services since the end of January, No. 08690 finally departed back home to Neville Hill on October 1 after undergoing an overhaul. This allowed No. 08950 to head in the opposite direction for similar attention.

Freightliner

REPAINTED No. 08585 headed back to LH Group Services on October 14 to undergo rectification work, it having lasted just over five weeks at Trafford Park. However, it was back in Manchester at the end of the following week.

GB Railfreight

WITH its power unit change completed, No. 08934 departed from Eastleigh Works on October 14, it being destined for intermodal shunting at Dagenham.

Riviera Trains

WITH Crewe Diesel now under the control of Locomotive Services, Riviera Trains has shifted much of its rolling stock to Nemesis Rail's Burton depot. October 22 found No. 08704 making this same journey, its reported sale to Locomotive Services earlier in the year seemingly having fallen through.

Wabtec Rail

MID-OCTOBER saw No. 08571 back at work at Bounds Green depot, it having returned from attention at LH Group Services earlier in the month. As a result, No. 08401 has been returned to the latter's Midlands site, where it was noted on October 19 awaiting its next job.

New shunter for Springs Branch after 16 years

The DB Schenker pilot at Wigan Springs Branch TMD has been changed for the first time since 1999 after the incumbent shunter was sold to Harry Needle.

THE end of October finally saw No. 08877 end its long association with Wigan Springs Branch following its sale to HNRC in the summer. Still carrying Departmental grey livery, the shunter had been a fixture at the former Traction Maintenance Depot since August 1999, when it arrived to act as pilot to what was then EWS' Component Recovery and Distribution Centre.

Following the end of this controversial operation, the Class 08 remained on site, the subsequent years seeing it support the depot's revitalisation as a maintenance facility for Network Rail's MPV and breakdown crane fleet. Having already survived one attempt by DB Schenker to sell it back in 2011, time finally ran out on October 28 when it was removed by road to Barrow Hill. In fully operational condition, it will now become part of HNRC's hire fleet.

Slightly surprisingly, DBS has provided a replacement pilot at Wigan in the form of No. 08605, this arriving from Toton at the same time. Still officially residing in the WQBA stored pool, this marks a return to action for the loco, it having not worked since the early summer of 2014 after being denied an E-exam. It has spent the intervening period dumped in the training compound at Toton. E

DB Schenker reveals buyers of latest tender list

AS October ended, the results of the most recent DBS shunter tender were revealed, HNRC being the big winner as the company picked up six of the ten locos on offer. These encompass Nos. 08578, 08653 and 08701 at Toton along with Nos. 08714, 08824 and 08865 from Crewe Electric.

Meanwhile, Traditional Traction has further bolstered its fleet by taking on Nos. 08580 and 08709 from Bescot and No. 08593 from Crewe Electric. The winner of the last machine, No. 08567, was unconfirmed as this column went to press.

Indications are that No. 08628 has also been acquired by Traditional Traction for use as a spares donor. Sold into preservation in 2006 from EMR's Kingsbury scrapyard, the shunter has been located at the Ribble Steam Railway since August 2011. It is currently in a heavily dismantled state, amounting to just the engine block, stripped cab, wheelsets and frame (see photo on opposite page).

Another of HNRC's previous acquisitions, No. 08500, was collected from Tees Yard on October 23, it arriving at Nemesis Rail's Burton depot two days later for further storage. As the month ended, only No. 08711 was outstanding for collection from the previous DBS tender, with HNRC expected to send it straight to EMR's Attercliffe scrapyard for spares recovery and disposal.

Three of HNRC's other recent acquisitions were transferred into more relevant pools on October 20. Moved to Burton in September, Nos. 08994 and 09006 now reside in the HNRS stored pool. Meanwhile No. 09201 has joined the operational HNRL allocation, it being noted undergoing repairs at Hope Cement Works in recent weeks. The end of the month saw No. 08502 depart Barrow Hill for Tyseley to undergo tyre turning, after which it was due to head to Garston to replace No. 08924.

INTERCITY 'GRONK': **The penultimate shunter to be overhauled by RVEL for the newly rebranded Great Western Railway is No. 08822, which arrived back at St. Philips Marsh depot from Derby on September 22. As with the majority of the fleet, a 'heritage' livery has been applied as part of the work, in this instance the Mainline variant of the InterCity scheme. This was first applied to the loco in July 1994 when based at Landore before eventually giving way to all-over First Great Western green. Three days after returning to its Bristol home, No. 08822 is captured basking in the sun.** Tom Curtis

LOCATION UPDATE

Barrow Hill: 08877.
Bounds Green: 08571.
Crewe Electric: 09106.
Dagenham: 08934.
Eastleigh Works: 08696.
Immingham: 08703.
LH Group Services, Barton-under-Needwood: 08401, 08950.
Nemesis, Burton: 08500, 08704.
Neville Hill: 08690.
Polmadie: 08764.
Toton Training Compound: 08578, 08653, 08784, 08802, 08922.
Tyseley: 08502.
Wigan Springs Branch: 08605.

CLASS 08/09 LOCATIONS 2015

IT is time again for our annual survey of locations of the Class 08 and Class 09 shunter fleet, which includes all examples still in existence, be they on the national network, at preserved or industrial locations, or languishing in scrapyards awaiting disposal. Locations are correct as of October 30.

Class 08 (Total: 243)

D3000 Peak Rail
D3002 Plym Valley Railway
D3014 Paignton & Dartmouth Railway
D3019 Cambrian Heritage Railways, Llynclys
D3101 Great Central Railway
D3255 Private Site, Leavening
D3261 Swindon & Cricklade Railway
08011 Chinnor & Princes Risborough Railway
08015 Severn Valley Railway
08016 Peak Rail
08021 Tyseley Loco Works
08022 Cholsey & Wallingford Railway
08032 Mid Hants Railway
08046 Caledonian Railway
08054 Embsay & Bolton Abbey Railway
08060 Cholsey & Wallingford Railway
08064 Locomotion, Shildon
08102 Lincolnshire Wolds Railway
08108 Kent & East Sussex Railway
08114 Great Central Railway (North)
08123 Cholsey & Wallingford Railway
08133 Severn Valley Railway
08164 East Lancashire Railway
08168 Nemesis Rail, Burton
08195 Llangollen Railway
08202 Avon Valley Railway
08220 Electro-Motive Diesels, Longport
08238 Dean Forest Railway
08266 Keighley & Worth Valley Railway
08288 Mid Hants Railway
08308 Teesport, Middlesbrough
08331 Midland Railway - Butterley
08359 Chasewater Railway
08375 Ketton Cement Works
08377 Mid Hants Railway
08389 Barrow Hill
08393 LH Group, Barton-under-Needwood
08401 LH Group, Barton-under-Needwood
08405 Crewe Electric
08410 Laira
08411 Moveright International, Wishaw
08417 Derby RTC
08418 WCRC, Carnforth
08423 Teesport, Middlesbrough
08428 Warrington Arpley
08436 Swanage Railway
08441 Moveright International, Wishaw
08442 Eastleigh T&RSMD
08443 Bo'ness & Kinneil Railway
08444 Bodmin & Wenford Railway
08445 Daventry
08447 Deanside Transit, Glasgow
08451 Longsight
08454 Edge Hill
08460 Moveright International, Wishaw
08471 Severn Valley Railway
08472 Craigentinny
08473 Dean Forest Railway
08476 Swanage Railway
08479 East Lancashire Railway
08480 Toton
08483 Old Oak Common HSTD
08484 Locomotion, Shildon
08485 WCRC, Carnforth
08490 Strathspey Railway
08495 Crewe Electric
08499 Cardiff Canton
08500 Nemesis Rail, Burton
08502 Tyseley
08503 Barry Island Railway
08507 Crewe Diesel
08511 Felixstowe FLT
08516 Bristol Barton Hill
08523 Inverness
08525 Neville Hill
08527 Allerton
08528 Great Central Railway
08530 Felixstowe FLT
08531 Felixstowe FLT
08536 RVEL, Derby
08556 North Yorkshire Moors Railway
08567 Crewe Electric
08568 Glasgow Works
08571 Bounds Green
08573 Ilford
08575 LH Group, Barton-under-Needwood
08578 Toton Training Compound
08580 Bescot
08585 Trafford Park
08588 Washwood Heath
08590 Midland Railway - Butterley
08593 Crewe Electric
08596 Bounds Green
08598 Chasewater Railway
08600 AV Dawson, Middlesbrough
08602 Derby Works
08604 Didcot Railway Centre
08605 Wigan Springs Branch
08611 Longsight
08613 Onllwyn Washery
08615 Craigentinny
08616 Tyseley
08617 Wembley Depot
08622 Ketton Cement Works
08623 Hoo Junction
08624 LH Group, Barton-under-Needwood
08628 Ribble Steam Railway
08629 Wolverton Works
08630 Toton Training Compound
08631 Crewe Diesel
08632 Mossend
08633 Axiom Rail, Stoke
08635 Severn Valley Railway
08641 Penzance Long Rock
08643 Merehead
08644 RVEL, Derby
08645 Laira
08646 EMR, Kingsbury
08648 Heaton
08649 Wolverton Works
08650 Isle of Grain
08652 Whatley Quarry
08653 Toton Training Compound
08663 St. Philips Marsh
08669 Wabtec, Doncaster
08670 Moveright International, Wishaw
08676 Toton Training Compound
08678 WCRC, Carnforth
08682 Derby Works
08683 Derby Works
08685 Barrow Hill
08690 Neville Hill
08691 Southampton Maritime
08694 Great Central Railway
08696 Eastleigh Works
08699 Weardale Railway
08700 Ilford
08701 Toton Training Compound
08703 Immingham
08704 Nemesis Rail, Burton
08706 Crewe Electric
08709 Bescot
08711 Tees Yard
08714 Crewe Electric
08721 Eastleigh Works
08724 Wabtec, Doncaster
08730 Glasgow Works
08735 Eastleigh T&RSMD
08737 Crewe Electric
08738 Colne Valley Railway
08742 Oxford Hinksey Yard
08743 SembCorp, Wilton
08750 Weardale Railway
08752 Tyne Yard
08754 Norwich Crown Point
08756 Tata Steel, Shotton
08757 Crewe Electric
08762 Derby RTC
08764 Polmadie
08765 Barrow Hill
08767 North Norfolk Railway
08769 Dean Forest Railway
08772 North Norfolk Railway
08773 Embsay & Bolton Abbey Railway
08774 AV Dawson, Middlesbrough
08780 Southall
08782 Doncaster Decoy
08783 EMR, Kingsbury
08784 Toton Training Compound
08785 Southampton Maritime
08786 Barrow Hill
08787 Machen Quarry (carries 08296)
08788 Inverness
08790 Oxley
08795 Landore
08798 EMR, Attercliffe
08799 Westbury
08802 Toton Training Compound
08804 Crewe Electric
08805 Soho
08807 AV Dawson, Middlesbrough
08809 Teesport, Middlesbrough
08810 Eastleigh T&RSMD
08818 Cardiff Tidal
08822 St. Philips Marsh
08823 Daventry
08824 Crewe Electric
08825 Chinnor & Princes Risborough Railway
08830 Crewe Heritage Centre
08834 Barrow Hill
08836 Old Oak Common HSTD
08846 Moveright International, Wishaw
08847 Norwich Crown Point
08850 North Yorkshire Moors Railway
08853 Wabtec, Doncaster
08865 Crewe Electric
08868 LNWR, Crewe
08870 Weardale Railway
08871 Weardale Railway
08872 EMR, Attercliffe
08873 Hams Hall
08874 Tata Steel, Shotton
08877 Barrow Hill
08879 Margam Knuckle Yard
08881 S&D Trust, Midsomer Norton
08885 Weardale Railway
08886 Crewe Electric
08887 Wembley Depot
08888 Bescot
08891 LH Group, Barton-under-Needwood
08892 Asfordby Test Centre
08896 Severn Valley Railway
08899 Derby Etches Park
08903 SembCorp, Wilton
08904 Eastleigh Yard
08905 Hope Cement Works
08907 Bescot
08908 Neville Hill
08911 National Railway Museum
08912 AV Dawson, Middlesbrough
08913 LH Group, Barton-under-Needwood
08915 Stephenson Railway Museum
08918 Nemesis Rail, Burton
08921 EMR, Kingsbury
08922 Toton Training Compound
08924 Garston
08925 Cardiff Tidal
08927 Doncaster Roberts Road
08933 Merehead
08934 Dagenham
08936 Tata Steel, Shotton
08937 Dartmoor Railway
08939 Colne Valley Railway
08943 Central Rivers
08944 East Lancashire Railway
08947 Eastleigh Works
08948 Temple Mills Eurostar Depot
08950 LH Group, Barton-under-Needwood
08954 Polmadie
08956 Asfordby Test Centre
08993 Keighley & Worth Valley Railway
08994 Nemesis Rail, Burton
08995 Moveright International, Wishaw

Class 09 (Total: 22)

09001 Peak Rail
09002 Whitemoor Yard
09004 Swindon & Cricklade Railway
09006 Nemesis Rail, Burton
09007 Willesden
09009 Whitemoor Yard
09010 South Devon Railway
09012 Severn Valley Railway
09014 Nemesis Rail, Burton
09015 Moveright International, Wishaw
09017 National Railway Museum
09018 Bluebell Railway
09019 West Somerset Railway
09022 Boston Docks
09023 EMR, Attercliffe
09024 East Lancashire Railway
09025 Lavender Line
09026 Brighton Lovers Walk
09106 Crewe Electric
09107 EMR, Kingsbury
09201 Hope Cement Works
09204 LNWR, Crewe

Left: No. 08628 has been acquired by Traditional Traction as a spares donor. The stripped remains are pictured at the Ribble Steam Railway, Preston, on October 21. Paul Fuller

Right: Wabtec's black-liveried No. 08615 is employed as one of two depot pilots at Craigentinny, Edinburgh. It is pictured inside the shed there on June 5, 2014. Paul Bickerdyke

IN BRIEF

ANGLIA DEVELOPMENTS

OCTOBER 1 saw Mk.3b First Open (FO) No. 11080 released after overhaul, the coach returning as the 5Z78/13.30 Wolverton-Norwich Crown Point behind no less than four locos (Nos. 57011+57009+57004+90015 *Colchester Castle*).

Five days later, No. 57008 took Tourist Standard Open (TSO) Nos. 12079/81 away as the 5Z55/08.06 Norwich Crown Point-Wolverton, returning with another TSO (No. 12120) later that day. The latter TSO had to return to Wolverton for rectification on October 19, this movement being undertaken by No. 57308 *County of Staffordshire* and also conveying Nos. 11068 and 12016 for overhaul. Four days previously, Nos. 10404 and 12108 had returned from Wolverton behind No. 47828 after overhaul.

The first RFM (Restaurant First Modular) to undergo conversion to standard class and have its catering area reduced, No. 10415 (formerly No. 10223), emerged on October 16 and left Wabtec behind No. 47805 *John Scott 12.5.45-22.5.12* as the 5Z47/13.00 Doncaster West Yard-Norwich Crown Point.

HST CATERING CAR RETURNS

FORMER East Coast TRFB (Trailer Restaurant First Buffet) No. 40805, which spent an extended period out of use at Craigentinny before being moved to Neville Hill back in May, has been returned to service with East Midlands Trains, still carrying National Express colours. It is to be used to provide cover for EMT's fleet of catering cars while they undergo exam/overhaul.

MK.4 GOES HOME

OUT of action since May, Mk.4 FO No. 11405 returned from Wolverton to Bounds Green in late September. However, by mid-October, it had yet to return to service in its booked set, BN05.

RIVIERA MOVES

AS part of the firm's departure from its Crewe base, two more Riviera Trains coaches, Nos. 3345 and 17105, were moved from Crewe to Nemesis Rail at Burton in late September.

DRS MK.2 MOVE

ONE of the DRS coaches stored at Barrow Hill, Virgin liveried Mk.2e TSO No. 5787, was moved to RVEL at Derby on October 14.

SHEDTALK

Correct to October 28

Locations
Crewe Diesel Depot: 94170, 94229, 94336
Nemesis Rail, Burton upon Trent: 3345, 17105, 84519, 92400
Old Rotherham Football Ground: 94192, 94528

RCS blue/grey set in focus

Whatever happened to Rail Charter Services 'BN94' set?

DURING 1997 and 1998, Rail Charter Services painted a number of its charter sets into different liveries.

One rake, BN94, gained blue/grey livery, which followed a suggestion by Pathfinder Tours, who used the set on numerous occasions for several years. A total of 16 coaches received the blue/grey treatment, which ensured the set was able to operate in different formations depending on the requirements of customers.

The Rail Charter Services fleet was sold to EWS in 2003 and, soon after, rakes became less fixed in colour scheme, spelling the end of a 1970s/80s liveried set of coaches until the appearance of Cargo-D a few years later.

The majority of the EWS Mk.1 coaches were later merged into the Riviera Trains fleet, although some were sold and others have subsequently been disposed of by Riviera. Six examples remain in use with Riviera, although all have been repainted into other colour schemes.

Full details can be found in the accompanying table. E

BN94 BLUE/GREY RAKE

Number	Type	Current Status
1658	RBR	Undergoing overhaul at Crewe for Locomotive Services
1832	RMB	Now with Riviera Trains, repainted blood/custard and in service
2833	BCK	Now with WCRC, repainted maroon but no longer in regular service
3107	FO	Now with Riviera Trains, repainted chocolate/cream and in service
3115	FO	Sold to SRPS in 2005, now maroon and in SRPS main line set
3148	FO	Undergoing overhaul at Crewe for Locomotive Services
4938	TSO	Disposed to CF Booth, Rotherham in 2005 after fire
4949	TSO	Now with Riviera Trains, repainted chocolate/cream and in service
4956	TSO	Preserved at West Somerset Railway
4959	TSO	Now with Riviera Trains, repainted chocolate/cream and in service
4991	TSO	Now with Riviera Trains, repainted chocolate/cream and in service
4998	TSO	Now with Riviera Trains, repainted chocolate/cream and in service
4999	TSO	Preserved at Spa Valley Railway
5005	TSO	Preserved at Epping Ongar Railway
17015	BFK	Now steam support coach for Birmingham Railway Museum, repainted blood/custard
21246	BCK	Preserved at Bluebell Railway

TYPE 5 MOVE: Freightliner Type 5 No. 66548, on hire to DRS, was used to convey classmate No. 66425 and TSO No. 6008 from Carlisle to Crewe on October 27. The coach was heading south for maintenance, while the green '66' was returning to Freightliner, the working being pictured on the West Coast Main Line at Old Alder Lane Bridge, Winwick (Cheshire). Doug Birmingham

Mail vans used for motocross event

THE bodies of a pair of NPCCS vehicles, previously located at West Coast Railways' Carnforth site, were moved to Rotherham United's former Millmoor football stadium in early October for use in a 'Red Bull Breakers' motocross event (see photo on pages 6/7).

The two coaches, Nos. 94192/528, were little more than gutted shells, having had their ends removed to enable them to be ridden through during the race. Both vehicles, which were among several acquired by WCR for spares recovery in late 2013 and early 2014, have since been moved the short distance to C F Booth's scrapyard.

A number of other NPCCS vehicles have also moved location in recent weeks, these being associated with the establishment of Locomotive Services Ltd's depot at Crewe and Riviera Trains' transfer to Burton.

A pair of long-term residents at Crewe Diesel Depot, Nos. 84519 and 92400, were moved to Nemesis Rail's Burton depot in late September, and these were followed by Nos. 94488/517 in early October.

Moving in the opposite direction in late September were Nos. 94170/229/336, these being three of 13 vehicles acquired by Locomotive Services for spares when DB Schenker disposed of most of its former NPCCS fleet.

Great Western update

EIGHT vehicles returned south after overhaul on October 2, Nos. 40101, 41094/180, 42004/098/264/283 and 44093 leaving Wabtec, Kilmarnock behind No. 66076 and arriving back at Laira the next day. Riviera Trains Mk.2a TSO Nos. 5341/66 acted as barrier vehicles. On October 4, the loco and barriers returned north as the 5Z44/13.50 Laira-Warrington Arpley with Nos. 40718, 41140, 42099/196/287/289/294 and 44037, all bound for Kilmarnock.

Brake First Open No. 17174 went by road from Old Oak Common to Glasgow Works for overhaul in late September, with TSO No. 42092 emerging from Kilmarnock around the same time.

Hope JPAs hit the UK

New cement wagons reach UK soil.

BASED at the former Lafarge Blue Circle site at Hope in Derbyshire, Hope Construction Materials (HCM) has taken delivery of its first new wagons, 24 Uacns (TOPS code JPA) cement tankers built by Feldbinder in Germany and leased from VTG Rail UK.

Numbered Nos. 81 70 9316 001-024, with Nos. 81 70 9316 025-048 to follow, Hope's examples have been given the four-character TOPS identity JPA-C (design code JP005A).

JPA-C (UIC code Uacns) No. 81 70 9316 013-0 is the 15th wagon in the 6B34/14.15 Dollands Moor-Wembley hauled by DBS Class 67s Nos. 67008 and 67024 on October 27. While not a surprise in light of earlier press images and the original batch of Lafarge JPAs, the stainless finish and small Hope logo is something of a disappointment considering the colourful history of cement wagons in this country – all-over HCM purple would have been stunning! Train Photos

CHANNEL TUNNEL DELIVERY

The 24 JPAs arrived at Dollands Moor during the early hours of October 25, on DB Schenker train 4035 from Fréthun. They moved north two days later as the 6B34/14.15 to Wembley Yard hauled by Nos. 67008 and 67024, with eventual transfer to Long Marston planned for the 31st. This matches the delivery of the first batches of JPAs built for Lafarge and Castle Cement in 2008.

The Long Marston move did not take place, however, and at the time of going to press there were reports that the wagons would be tripped to the new cement terminal under construction at Dagenham Dock for testing.

The beginning of November also brought the news of another delivery of JPAs to Fréthun Yard in Calais. These were expected to be the first examples for Hanson. These have been given the TOPS code JPA-D (design code JP006A) and are numbered in the series Nos. 81 70 9316 049-067.

JNAS FOR REPAIR: GBRf Type 5s Nos. 66725 and 66740 top-and-tail just two JNA wagons near Wellingborough on October 26, as the 6Z66 Cricklewood North End to Peterborough Maintenance depot, after classmate No. 66758 had taken two others in the opposite direction earlier in the day. Richard Gennis

MENDIP COAL: Sadly not a revival of the Somerset coalfield, but redundant HTA coal hoppers are now being used on several aggregate flows, including the 4C31/08.40 Theale-Merehead on October 28, which had Foster Yeoman No. 59004 in charge at Fairwood Junction, Westbury. Mark Few

DEVELOPMENTS

■ **RAILCARE SWEDEN: The UK's latest Railvac No. 99 70 9515 004-8 (TOPS code KFA), otherwise known as 'Railvac 4', has been recorded out and about in the West Country. On October 14 it was spotted in the company of Colas Rail's No. 70804 working the 6X54/08.30 Westbury-Lostwithiel.**

■ **VTG Rail UK: While the recent bad news at Redcar and Dalzell has yet to fully settle in throughout the wider economy, the damage to rail-borne steel traffic and raw materials has already shown itself. For example, the fleet of VTG Uafoos Polybulks employed between Peak Forest, Hardendale (and briefly Briggs) and the SSI works at Redcar was stored in September in the former container sidings at AV Dawson, Middlesbrough Goods. The numbers of the recently refurbished fleet are 33 70 9382 000/3/5-9/12-5/7/9/ 26-8/34/40/1/4/6-9/51/2.**

The redeployment of newer wagons on Ineos flows from Grangemouth has allowed VTG to retire much older vehicles. Two rakes of wagons were sent from Scotland to Long Marston for storage in the first half of October. The first move took place on the 5th, with No. 66060 doing the honours as the 6Z65/21.00 Grangemouth Ineos-Long Marston. Exactly a week later No. 66102 was in charge of an identical diagram comprised of Nos. VTG 80160/6/8/560/7/9 and VTG 87172/ 98/9/260/460/5/77/564/85/91/681/ 7/99/876/80.

■ **PRESERVATION: YGB Seacow No. DB980144 entered preservation in the second half of October. The Shildon-built ballast hopper was moved from Toton Yard to Haworth on the Keighley & Worth Valley Railway by Allelys Haulage.**

■ **DISPOSALS: There was no such luck for Seacows Nos. DB980075/112/70/5/202, which were despatched from Toton to C F Booth, Rotherham, on October 30, behind No. 66112. Also in the consist were YQA Parr wagons Nos. DB967542/64/623/44.**

William Watson & Alan McFerran

071 Class feature on special trains

Iconic GM diesel locos used on both the 'Steam Enterprise' and luxury 'Emerald Isle Express' trains.

THE opportunity to travel behind a GM 071 Class locomotive continues to be extremely limited. Sometimes, however, a situation can arise whereby one of this popular type of loco is called to passenger duty at short notice – and such a situation arose on September 27.

A Belfast Central to Dublin Connolly and return 'Steam Enterprise' trip, organised by the Railway Preservation Society of Ireland (RPSI), had to be reorganised at short notice because of engineering possessions, which denied access to the turntables at Connolly and Inchicore.

The revised arrangements saw ex-GNR (I) 4-4-0 steam locomotive No. 85 work the train of seven preserved Mk.2s as far as Dundalk, where it was replaced by IR GM No. 075 to work the train to Connolly and back.

In the meantime, No. 85 returned light engine to Belfast and was turned on the Great Victoria Street station triangle. It subsequently hauled the Mk.2s from Dundalk to Belfast and then to Whitehead.

'Emerald Isle Express'

While the use of an 071 Class locomotive on the RPSI train was by default, the rostering of one of the class on another named train was planned. September 28 saw grey-liveried No. 087 in immaculate external condition, as the locomotive of choice for a very prestigious duty – the second annual 'Emerald Isle Express' luxury train, organised by travel company Railtours Ireland and Irish Rail.

The train commenced its six-day tour of the system and, as with the inaugural tour last year, enabled guests to visit historic attractions en route and spend each night in a luxury hotel.

The consist was RPSI maroon-liveried 'BR' van No. 3173 and five blue and cream-liveried Standard Class Cravens coaches, revamped internally to provide temporary superior accommodation.

The train ran from Dublin Connolly to Wexford, where guests were transferred by road to Waterford and the empty train continued to Rosslare Strand where No. 087 ran round. It then hauled the train over the South Wexford line to Waterford – a speed restriction of 15mph being imposed on the mothballed section between Rosslare Strand and Belview.

The next day, September 29, the tour continued from Waterford to Cork via Limerick Junction with No. 087 again providing the power. The stock was stabled overnight at Mallow as the yard at Cork was unavailable because of engineering works. 'Enterprise'-liveried GM No. 207, in ex-works condition, hauled the train empty stock between Cork and Cobh on the 30th. No. 087 then worked the tour train from Cobh to Killarney where there was another overnight stop.

On October 1, No. 087 worked the Killarney to Ennis leg as far as Limerick where sister locomotive No. 078 took over. This loco worked the train to Ennis and the return empty stock move to Limerick. The following day, No. 087 resumed its tour train duties and powered the special to Galway and then ran empty from there to Westport.

The tour came to a conclusion on October 3, when No. 087 headed the train from Westport to Dublin, where arrival was at Heuston station instead of Connolly because of engineering works at the latter. E

Day 4 of 'The Emerald Isle Express' luxury railtour on September 30 saw it run from Cobh to Killarney. Due to major engineering works at Cork, however, the stock stabled the previous night at Mallow, being hauled by GM No. 087 to Cork where No. 207 took over to Cobh. The latter is pictured hauling the stock through the former station at Tivoli on the East Cork Railway line to Cobh.
Finbarr O'Neill

NORTHERN IRELAND RAILWAYS/NIR

■ **LEAF-FALL:** The dedicated four-car Sandite DEMU,Nos. 8090+8752+8097+8069, was operating reliably during the period under review.

However, the daytime operation only ran as required, and this depended on weather forecasts predicting conditions that would reduce rail adhesion. The area that is treated by the sandite unit is: Belfast/Portadown/Bangor/Carrickfergus/Templepatrick/Antrim.

HERITAGE MOVEMENT: The Irish Traction Group's ex-IR 141 Class GM No. 146 shunts ex-NIR Mk.2 DBSO No. 8918 at the Downpatrick and County Down Railway on October 17. This enabled the former Bundoran North Jct signal cabin to be moved by rail from Downpatrick Yard to the platform at the passenger station for restoration.
Andrew Burton

NIR BALLAST: On October 29, NIR GM No. 8113 hauls six loaded ballast wagons near the site of Goraghwood station while working from Poyntzpass to Newry. Chris Playfair

IARNROD EIREANN / IRISH RAIL

■ **DUBLIN:** On September 29, the Irish Government announced that it was to commit €10billion for transport projects over the next seven years. Included in its plans is the construction of a revised 'Metro North', which will link Dublin city centre to Dublin Airport and Swords.

The original project was postponed in 2011 because of the recession, but the revision has identified areas where costs can be trimmed. These cuts will enable the original €4billion costing for the 17km route to be reduced by 25%. There will be less of the route in tunnels, fewer stations and at grade running in Swords.

The project is scheduled to commence in 2020 and be completed in 2027.

■ **TRAFFIC AND TRACTION:** The sphere of operation for the fleet of IR CAF-built Mk.4 push-pull trains has been expanded following successful clearance trials. The stock, previously limited to working only Dublin to Cork services, can now run between Mallow and Killarney/Tralee and Connolly to Dundalk. The stock can also run from Heuston to Connolly, but only as empty stock.

Each Mk.4 train is limited to a maximum of eight vehicles and powered by a 201 Class locomotive. Stations that can be served on the Kerry Road are: Tralee (all platforms), Killarney (main platform) and Millstreet. Stations that can be served between Connolly and Dundalk are: Connolly (platforms 2 and 4), Howth Junction (Down main only), Drogheda (all platforms), Dundalk (mainline platforms only).

The first revenue-earning working by the stock on the Kerry Road occurred on September 18, when GM No. 234 powered a 10.30 Killarney to Heuston charter. The eight-coach train (DBG 4005) had earlier been hauled empty from Heuston (dep 06.35) by No. 234.

An 11.00 Killarney to Heuston charter the same day was worked by five-car unit No. 22x35. Observations indicate that seven of the eight Mk.4 trains (DBG 4002-4008) were active during the period under review.

Driving (A1) vehicle No. 22133, of the 22x33 five-car ICR DMU, was outshopped from Laois Traincare depot on September 28 sporting advertising vinyl promoting the film 'Hotel Transylvania 2'.

Reliveried dedicated Cross-Border machines Nos. 206, 207, 8208 and 8209 were in use on Dublin to Cork Mk.4 trains during September and early October. However, No. 8209's period away from its usual route was extended when it was powering Mk.4 trains on IR's premier line on October 19.

Sister loco No. 206's appearances on such duties were irregular, as the locomotive was used extensively to power Belfast-based De Dietrich/Mk.3 test trains during the period under review (see separate report). As of mid-October, only GM No. 233 was sporting the old 'Enterprise' livery.

Another tour of the system has been undertaken by the Sperry train, which is based at the CE Department yard at Port Laoise. The consist is made up of the container wagon that houses the specialist rail recording equipment and the vehicles of the weedspray train, which are included for brake force.

On September 22, prior to the start of the systemwide tour, GM No. 219 positioned the train on the stub of the closed (1962) Kilkenny via Abbeyleix line, where the specialist equipment was calibrated. GM No. 083 was subsequently assigned to the tour duty, and this locomotive hauled the train to Dublin North Wall on the 23rd.

NIR metals were traversed by the train on September 26, when it ran from Drogheda (Platin) to Newry. After No. 083 had run round, it hauled the train to Dublin North Wall.

No. 083 and the Sperry train were noted stabled at Longford on the Sligo line on September 29. The Howth branch was visited by the train on October 2. No. 083 hauled it to Howth with No. 074 following light engine. No. 074 then returned the train to Dublin with No. 083 following light engine.

Nos. 079 and 084 were noted powering Autoballaster trains in the Portarlington area on September 27. This was in connection with the ongoing Cork line upgrade. GM No. 219 was also active on upgrade duties during the previous week.

■ **CORK STATION:** A new entrance and subway are being built on the up side of the station. As a consequence, the bi-directional through loop line on the up side, which avoids the station, is out of use until December. The track work alterations have also affected access to the maintenance and refuelling areas.

■ **CROSS BORDER:** Irish Rail is now undertaking some of the refurbishment work on De Dietrich/Mk.3 stock as the upgrade project continues to experience delays.

Mk.3 generator van No. 9606 has received attention at Inchicore Works. NIR GM No. 8209 hauled De Dietrich Standard Opens Nos. 9210 and 9212 from Belfast York Road to Inchicore on September 23.

No. 206 has been in regular use working test trains from Belfast York Road/Fortwilliam Traincare depot. It was noted hauling an eight-coach test train (DBFO 9002) to Portadown on September 24.

No. 8208 was noted stabled at York Road on October 14. Later the same day, No. 206 was again noted on test duties on the Portadown line, but was on this occasion propelling the (southbound) train – the normal configuration. This was achieved by turning the train on the Great Victoria Street station triangle. The following day, October 15, this locomotive and train ran on test from Belfast to Dublin and return.

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Bachmann	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
Class 43 NBL Warship	ehattons.com/c43	£118.96	Mar 2013	■	■	■	■	■	■	■
Hawksworth Autocoaches	ehattons.com/hac	£58.61	Mar 2013	■	■	■	■	■	■	■
Wickham trolley car	ehattons.com/wtc	£67.96	Mar 2013	■	■	■				
Class 90 Electric	ehattons.com/c90	£119.00 (EST)	Jul 2015							
LNWR Webb coal tank	ehattons.com/wct	£102.00 (EST)	Sep 2014							

Birdcage coaches, Class 24/1, J72, 6P, V2, 3F, J39, K3, 94xx, H2 Atlantic - view these projects at www.ehattons.com/projectupdates

dapol	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
Class 73	ehattons.com/c73	£105.00	March 2012	■	■	■	■	■		
Class 68	ehattons.com/c68	TBC	Apr 2014	■	■	■				

GWR Railcar, Class B4, IDA flat, Turbot - view these projects at www.ehattons.com/projectupdates

DJ	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
J94	ehattons.com/j94	£82.00	Aug 2014		■	■				
14xx	ehattons.com/14xx	£99.00	Sep 2014	Feb 2015	■					
Hatton's King	ehattons.com/king	£169.00- £179.00	Aug 2014	Nov 2014						

HELJAN	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
Metropolitan Bo-Bo	ehattons.com/mbb	£107.00	May 2014	■	■	■	■	■	■	■
Class 02 Tango	ehattons.com/02	£148.00	Nov 2013	■	■	■	■			

Class 4700, Class 1366 - view these projects at www.ehattons.com/projectupdates

HORNBY	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
D16	ehattons.com/d16	£101.90	Dec 2103	■	■	■	■	■	■	■
Class S15	ehattons.com/s15	£124.99	Dec 2014	■	■	■	■	■	■	■
King	ehattons.com/horking	£148.14 - £179.99	Dec 2014	■	■	■	■	■	■	
Hornby Adams Radial	ehattons.com/horar	£111.10	Dec 2014	■	■	■	■			
Class J50	ehattons.com/j50	£74.06	Dec 2014	■	■	■	■			
Class 71	ehattons.com/c71	£127.50	Nov 2014	■	■	■				
Merchant Navy	ehattons.com/mn	TBC	Mar 2015	■	■	■				
Ex-SR Maunsell Coaches	ehattons.com/exsrmaun	£39.99	Jun 2015	■	■	■				

Collett coaches, Peckett 0-4-0 - view these projects at www.ehattons.com/projectupdates

Oxford Rail	Link	Price	Date announced	CAD done	In Tooling	Seen 1st EP	Decorated samples	In production	On Board Ship	Released
7 plank wagons	ehattons.com/oxcw	£9.00	Jan 2015	■	■	■	■	■	■	■
Adam's Radial	ehattons.com/ar	£88.00	Jan 2015	■	■	■	■			
Hatton's ICI hopper	ehattons.com/ici	£24.00 / £25.00	Mar 2015							

■ Shows the stage the project is at based on the information available to us. CAD: Computer Aided Design. 1st EP: First Engineering Prototype. (EST): Price is estimated.

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